



Hongkong Daily Press.

ESTABLISHED 1857

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號十六百七千九萬一第 日四初月九年酉辛

HONGKONG, TUESDAY, OCTOBER 4th, 1921.

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TIME-TABLE.

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7.00 a.m.	to 8.00 a.m.	every 15 minutes
8.00	" 9.30	" 10 "
9.30	" 11.00	" 15 "
11.30	" 12.30 p.m.	" 15 "
12.30 p.m.	" 2.30	" 10 "
2.30	" 4.00	" 15 "
4.00	" 8.10	" 10 "

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8.50 p.m., 9.00 p.m., 9.20 p.m.
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11.45 p.m.

SATURDAY.

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SUNDAYS.

7.30 a.m.	to 10.30 a.m.	every 15 minutes
10.30	" 11.00	" 10 "
11.30	" 12.00 noon	" 15 "
12.00 noon	" 1.00 p.m.	" 10 "
1.00 p.m.	" 5.30	" 15 "
5.30	" 6.00	" 10 "
6.00	" 6.30	" 15 "
6.30	" 8.10	" 10 "

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On and after FRIDAY, SEPTEMBER 16th, 1921, until further Notice (all previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 14	No. 15	No. 3	No. 7	No. 11	No. 9	No. 13	No. 17	No. 19	No. 21	No. 23	No. 25	No. 27	No. 29	No. 31
CANTON (Chi Shu Tiao)	dep.														
SHK LUNG	dep.														
Sham Chun	dep.	7.23	8.06	8.51	9.37	10.13	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00
Sham Chun	arr.	7.23	8.06	8.51	9.37	10.13	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00
Sham Chun	dep.	7.23	8.06	8.51	9.37	10.13	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00
Sham Chun	arr.	7.23	8.06	8.51	9.37	10.13	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00
Sham Chun	dep.	7.23	8.06	8.51	9.37	10.13	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00
Sham Chun	arr.	7.23	8.06	8.51	9.37	10.13	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00
Sham Chun	dep.	7.23	8.06	8.51	9.37	10.13	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00
Sham Chun	arr.	7.23	8.06	8.51	9.37	10.13	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00

UP TRAINS

Stations	No. 3	No. 7	No. 11	No. 15	No. 19	No. 23	No. 27	No. 31	No. 35	No. 39	No. 43	No. 47	No. 51	No. 55	No. 59
Lap Fung leaves	7.23	8.06	8.51	9.37	10.13	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00	5.45
Kowloon	7.23	8.06	8.51	9.37	10.13	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00	5.45
Kowloon	7.23	8.06	8.51	9.37	10.13	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00	5.45
Kowloon	7.23	8.06	8.51	9.37	10.13	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00	5.45
Kowloon	7.23	8.06	8.51	9.37	10.13	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00	5.45
Kowloon	7.23	8.06	8.51	9.37	10.13	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00	5.45
Kowloon	7.23	8.06	8.51	9.37	10.13	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00	5.45
Kowloon	7.23	8.06	8.51	9.37	10.13	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00	5.45
Kowloon	7.23	8.06	8.51	9.37	10.13	11.00	11.45	12.30	1.15	2.00	2.45	3.30	4.15	5.00	5.45

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Will stop at Taipei and Shuangshui for first class passengers on notice being given to the guard at Kowloon.
SHA TAU KOK BRANCH.
Fauling dep. 7.45 11.30 2.30 5.30
Shatankok...arr. 8.40 12.25 3.15 7.15
NOTICE TO PASSENGERS.
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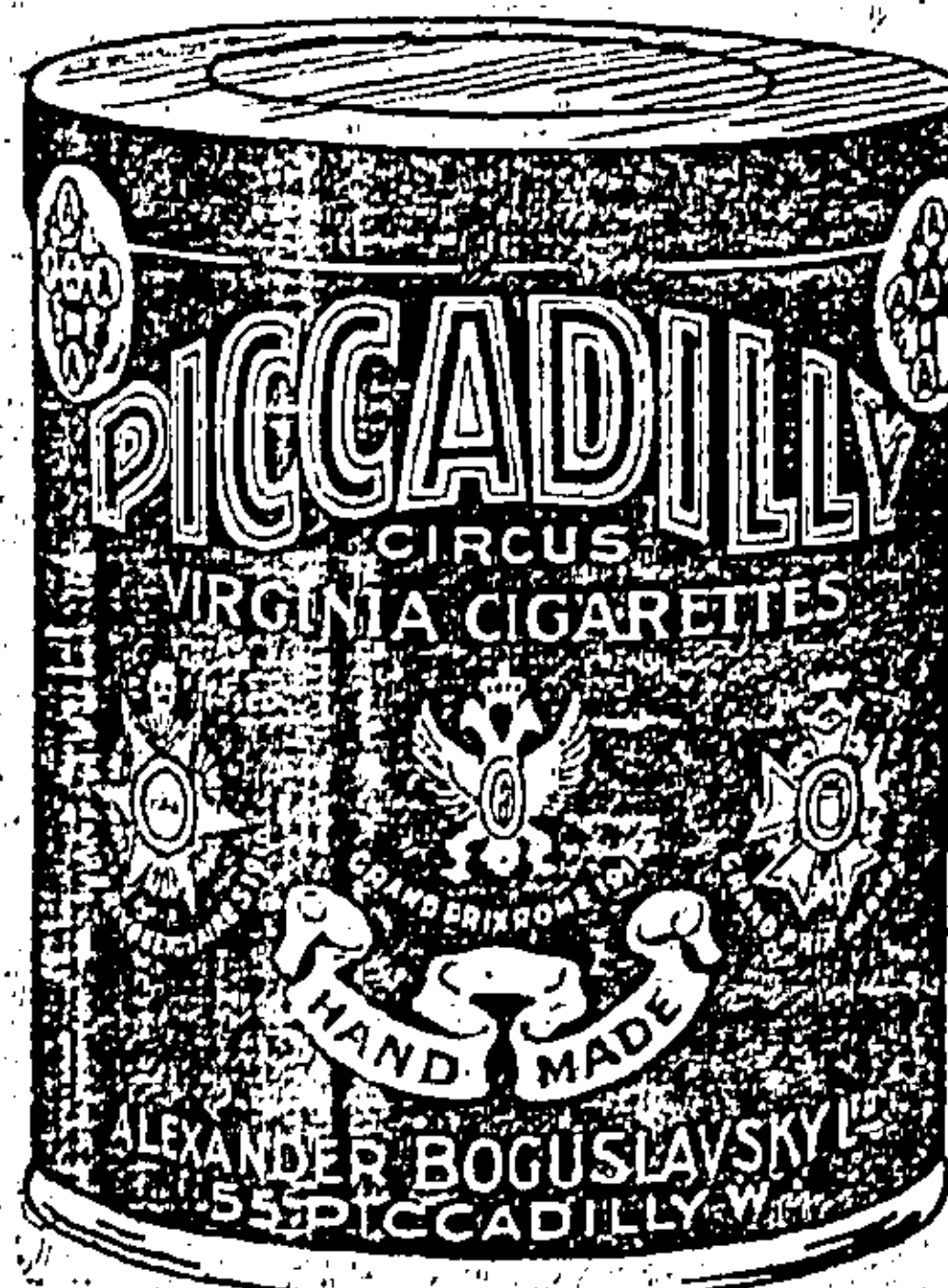
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EDUCATION AND TRADE CHINESE STUDENTS IN GREAT BRITAIN.

MINISTER'S APPEAL.

Addressing the guests of the Convention of Chinese students, male and female, which opened at The Hayes, Swanwick, Derby, recently, Dr. V. K. Wellington-Koo, the Chinese Minister, emphasized the need of encouraging more Chinese students to come to Great Britain. There were at present about 350 of them there, he said, and this number was very small when compared, for example, with the 2,800 in the United States.

Apart from his belief that Great Britain was one of the best schools for training leaders of men, he was also persuaded in his desire by the thought of the favourable reaction which the presence of more Chinese students would have upon the relations between China and Great Britain. The benefit would be mutual and far-reaching. China and Great Britain were bound to have a great deal to do with each other, because their respective interests met at more than one point. Not only did the continuity of Chinese territory with some of the most important possessions of the British Empire make us important neighbours each to the other, but the large vested interests of British capital and commerce in China, and the presence of millions of their compatriots in the different parts of the British Empire, were constantly giving rise to questions for adjustment and readjustment, not only between the Governments but between the two peoples as well.

Not only were the students themselves learning something of the best that was in English culture and civilization, but through them the Chinese people at home were acquiring a knowledge of the country. More than that, by coming into contact with the pick of Chinese youth, the English people in general, and the intellectual classes in particular, could not fail to know something of the hopes and aspirations of the New China. There was undoubtedly a great deal for them to learn, especially in constitutional government, in business organization, and in engineering skill and applied science. But China had also something to offer, especially in philosophy, literature, art, and social consolidation.

One sure result from the Chinese students' movement to Great Britain would be the rapid extension of commercial and trade relations between China and Great Britain, a thing which was to be much desired because of the fact that China was one of the leading sources of supply of raw material in the world, while Great Britain was the premier manufacturing and exporting country. Nothing probably could do more to restore normal conditions of peace and prosperity than the intelligent development of the world's potential markets, and what greater possibilities were there than in the China market?

Each Chinese student educated in Great Britain was not only himself a sure consumer of British goods for many years to come, but through his family and his relatives and friends, who had not been able to obtain a foreign education and know the outside world, he also became a rallying centre for British goods. Many of the students of yesterday had themselves gone into business and become direct channels for the consumption of British manufactured goods.

THE BEST ADVERTISERS.
"If it was true that advertising was now a necessary handmaid of modern business, what better advertisers could be found than the stream of Chinese students who came there to study, and who returned with greater knowledge of the men and things of the country they had studied in than of any other country they may have visited. It was undoubtedly the ever-increasing number of American returned students in China which accounted, in a large measure, for the rapid growth of American trade in China. The rapid increase in the number of American-educated Chinese in China in recent years had been made possible by the remission on the part of the United States of one-half of the Boxer indemnity allotted to it. Probably never had a wiser use been made of the same amount of money for any purpose. The spirit of generosity prompted its remission, but it had turned out to be a wise investment, the return on which was really incalculable."

As to the question of the remission of a part of the British share of the Boxer indemnity, he pointed out that the annual instalment still due to Great Britain, including principal and interest, was about £400,000, and there were 23 more instalments to pay. The unpaid portion, if refunded, would provide China with ample means, not only of sending one or two hundred students here every year, but also of encouraging education in China with a view to the extension of intercourse between the two peoples. He had found to his gratification a very general sympathy in Great Britain with the idea of encouraging the coming of Chinese students.

The Under-Secretary of State for Foreign Affairs recently stated that it was proposed to appoint a Committee to deal with the subject in the near future. He (Dr. Koo) was not only firm in his belief that, in considering the pressing need of national economy, the far-reaching benefits which would accrue, both to China and Great Britain, from the remission of the British share of the Boxer indemnity for educational purposes would not be lost sight of but confident in his hope that everything would be done to expedite progress on this subject.

A BUSINESS QUEEN.

The Daily Mail's Paris correspondent says Queen Marie of Rumania is christened the "business queen." She is personally acting as an energetic commercial ambassador on behalf of the reconstruction of Rumania. She is interviewing French engineers, manufacturers, chemists and dress-makers, quoting prices, arranging contracts, and inducing commercial men to set up business in Rumania.

JAPAN AND DISARMAMENT JAPANESE ARMY CONFERENCE PLAN

After repeated conferences between the General Staff and the War Office authorities, an agreement has been reached, reports the Tokyo Nichi Nichi, regarding land disarmament.

According to the above journal, the Government will insist on the following at the Pacific Conference:—

The Imperial Government will maintain the present 31 Divisions, comprising 390,000 men, as the minimum land force for defensive purposes. The Government, however, will reciprocate the efforts of the other Powers if the latter reduce their land forces.

The Imperial Government will abolish all Japanese fortresses, either in existence already or under construction, on the Pacific coast, provided the United States cancels her Pacific defensive equipments.

The Imperial army in Siberia will be evacuated upon the conclusion of the Russo-Japanese Commercial Treaty, if the conclusion is not completed prior to the session of the Washington Convention.

In accordance with the possible development of the Pacific Convention, the Imperial Government may withdraw its troops from Tientsin, Hankow and other Chinese quarters.

The Japanese Government will recognize to some extent the abolition of the 21-articled Sino-Japanese Agreement, by proposing to purchase, for instance, the Japanese rights and interests already established in Manchuria and Mongolia.

The foreign settlements will be thrown open to the general Chinese as free trading quarters.

U.S. DIPLOMAT'S STORY.

1,000,000 ROUBLES FOR ONE DAY'S PROVISIONS.

Mr. Charles R. Crane, formerly United States Minister to China, has reached Riga after a journey overland of over 7,000 miles from Peking. In a statement to the correspondent of the Chicago Tribune (Paris edition) Mr. Crane said that it was impossible to over-estimate the seriousness of the situation caused by the famine and the breakdown of transport.

Petrograd, he said, was seriously menaced. There was practically no medicine or clothing in the city, and shoes were needed everywhere. "I saw women walking barefooted and bare-legged along the streets."

In Siberia, Mr. Crane said he found hospitals running on remnants of Red Cross materials. The people were selling their last scraps in the street markets. "The intellectual starvation is also great," said Mr. Crane, "as there has been no communication with the outside world for several years. There is a great longing for all kinds of scientific and especially medical journals."

Mr. Crane met several Americans in Petrograd whom the Soviet had refused permission to leave. But if serious relief work was undertaken many Americans in Russia would, he believed, be glad to remain in the country and serve. Their experience would greatly facilitate the work.

The party found, somewhat to their surprise, that Soviet paper money was accepted, but 10,000 roubles (nominally equal to £1,000) were worth only about one shilling. During the journey across Siberia the Chinese cook was greatly astounded when he had to pay 1,000,000 roubles to get enough food for one day's supply.

Members of the party spent many hours each day cutting roubles, which are printed in huge sheets. It was not unusual to give the cook two suitcases filled with roubles to buy his provisions.

Along the Siberian railway the party found the land heavily overseeded with abundant crops for as far as 16 miles on either side of the line, so that haulage was rendered easy. While the crops in the interior were reported as poor, there seemed to be no danger of starvation in Siberia.

The party, who left Peking on June 15th, reached Moscow on July 27th, where eight days were spent. They lived in their car and did not see any of the higher officials of the Soviet Government, but encountered one of the American deportees, who is now connected with the Soviet Foreign Office and who did everything he could to cause inconvenience to the party.

Mr. Crane said that although Russian railway cars were similar to matchboxes connected by bent pins and drawn by a samovar, the railwaymen kept them going.

When the party reached Riga the first question asked was "What are the baseball scores?"

KOOING IN EUROPE.

Without desiring to detract from the wonderfully fine impression Dr. Wellington Koo has made as president of the League of Nations Assembly, there are two points in his recent pronouncements that cannot fail to hit the funny bone of anyone at all familiar with things as they are in China. One is his notification that the League has agreed to put Constantinople under international control, which notification from a Chinese would be extraordinary at any time and doubly so at the present. Another is his recent lauding of the Chinese as the most peaceable of races and the ones most desirous of the success of the Disarmament Conference, which, considering that there is more war going on within China to-day than in all the rest of the world, and that China has for some years had one of the world's largest standing armies, several times bigger than that of Japan, comes with a strange sound. — Japan Times and Mail.

THE GERMAN CONSUL AT CANTON. CANTON GOVERNMENT REFUSES RECOGNITION

The following article appeared in the Canton Times of the 1st inst.:

It has been rumored that the Canton Government recently refused to recognize a gentleman who applied for recognition as Vice-Consul for Germany at Canton. As there is considerable misunderstanding regarding the reasons for this refusal, it may be well to make the position of the Canton Government quite clear.

When Peking concluded the Trade Agreement with Germany, the Government here announced that it would not recognize any acts of the illegal government in Peking. This left the status of Germans in the South-western provinces exactly as it was before the signing of the Trade Agreement. Applications for the return of German properties have been denied. But Germans are permitted to come to Canton and resume business under the protection of the Chinese laws.

A few days ago, the Consul for Holland communicated with the Provincial authorities, stating that he had turned over the affairs of the German Consulate to a gentleman recently appointed by the Government of the Republic of Germany as Vice-Consul for Canton. Another letter was received from that gentleman himself in which he notified the Provincial Government that he had taken up his office. Acting in accordance with the instructions received from the Provincial authorities, the Provincial authorities replied that, as the German Government had not concluded an Agreement with the legal Government of China, it was impossible for the Canton Government to recognize any representative of the German Republic at present. This may have caused some disappointment and chagrin in German circles. The action of the Canton Government is strictly consistent with the attitude taken by this Government toward agreements made by foreign powers with Peking. It was not intended as a reflection upon the German community nor upon the individual who comes here to represent Germany.

Of course, it may be argued that every Consul in Shanghai is accredited to the Peking Government yet they continue to address the local officials and perform the functions of their office. The other nationals have Consuls to look after their interests and, by refusing to recognize the new German Vice-Consul, the Government deprives the Germans of this privilege. Germans, since the war, have the same status as the nationals of non-Treaty powers. They are subject to the laws of China. Even in the Agreement made with Peking the Germans were given up the claim to extraterritoriality. While there may be many ways in which a Consul might assist his nationals, we do not believe the Germans will feel the need of Consular assistance as much as those nationals who still retain extraterritorial rights.

China wishes to do away with extraterritoriality. In order to do this, China must prove to the world that foreigners subjected to Chinese laws have their property and personal rights protected just as well as those foreigners who claim extraterritorial rights and Consular jurisdiction. German claims and German complaints should be dealt with, equitably. By treating the German justly, China can show that foreigners can get justice without suffering the restrictions and disadvantages that attend the operation of extraterritoriality.

CHEFOO WRECKED BY TYPHOON.

THE BUND A MASS OF RUINS.

Writing on September 19th, the Chefoo correspondent of the N.-C. Daily News says:

There has been another demolition of the local Bund and this time thoroughfare, of which we were somewhat proud, is today a heap of ruins. Residents have been interested to see how the new stretch, covered with asphaltum, would stand the inroads of the autumn storms. Now its powers of resistance have been put to the test, and while most of the Bund has gone, through the violence of the waves experienced on Saturday and yesterday, the only remaining fifty yards or so of solid road comes in that asphaltum portion.

Beyond this there is one long stretch of devastation. Outside the Russian Consulate there is hardly any debris left to mark the previous roadway, stones, mortar, plaster and concrete having been completely swept away. A storm of unusual violence, being characterized to-day, as the work in Chefoo's history, and accompanied by spring tides, has wrought enormous havoc along the sea shore. The old Romans found a most effective method of battering down masonry to be the use of huge beams of wood hurled time and again at the foundations of their attack. Chefoo has suffered an almost similar attack, for the breaking of the Bund is ascribed to the presence of a flotilla of logs, spread along the sea front. These were dashed like corks in the grasp of the enormous rollers and were hurled incessantly all Saturday afternoon and Sunday against our unfortunate bulwarks. Little wonder, then, that our delightful promenade has suffered a worse spoliation than we have yet known.

HONOUR FOR LORD MILFORD HAVEN.

The King has been pleased on the recommendation of the First Lord of the Admiralty, to approve the promotion, as a special case, of Admiral the Marquess of Milford Haven, P. C., G. C. B., K. C. M. G. (formerly known as Prince Louis of Battenberg), to the rank of Admiral of the Fleet on the Retired List, in recognition of his exceptional services as First Sea Lord, both before and after the outbreak of the late war. To date August 2, 1927.

INDIA AND OPIUM. THE CULTIVATION OF THE POPPY IN CHINA.

The attempt to break China of the opium habit by legislation having failed, as every one knew it would, the International Anti-Opium Association of Peking is evidently looking about for somebody to "strangle." As is the custom on such occasions, the Society has hit upon India as the scapegoat though the blame clearly rests not upon exterior agencies but upon the Chinese themselves and their Government, admitted by the Anti-Opium People of Peking to be lamentably weak.

India, said at one time do a huge trade in opium with China, but that trade was killed because the Chinese Government said it wanted to prevent the Chinese continuing to make themselves slaves to a degrading and dangerous custom. Some suspected that people in China wanted the monopoly of production of the drug themselves, but China was given the benefit of the doubt and in 1907 the Government of India undertook to reduce yearly the amount of opium exported to China by 5,000 chests from an assumed standard of 37,000 chests. Under a further agreement, signed in May, 1913, the cessation of the trade was to be accelerated on proof of the suppression of the production of opium in China. Less opium being available in China the price rose and so did the price at the sales held in India. Then the Chinese Provincial Governments began to forbid the importation and sale of Indian opium in defiance of the orders of the Central Government—why is not clear unless it was to aid the development of the local product. The result was that though in 1911 the number of chests exported from India was 13,440 against 37,000 in 1908 and in 1912 the amount had fallen to 6,700. Stocks had accumulated at Shanghai and Hongkong and the Government of India was appealed to stop the sales.

The Government of India acceded to the request, although to relieve the Malwa opium trade of the loss thus inflicted upon it the Government had itself to take over 11,250 chests of Malwa opium. Since then India has not exported one chest of opium to China, so that the International Anti-Opium Association appears to be barking up the wrong tree when it blames the Indian Government for the non-cessation of the practice of opium smoking. It is true that the Government of India does still control the making of opium and that it exports to Java, Siam, Indo-China, Japan, Hongkong and the Straits. But the United States Government does not blame other countries for making liquors that are smuggled into its territory and anti-opium cranks have no right to attack the Government of India because the Chinese Government is unable to maintain order in China. What has happened in that country is that certain provinces have been increasing and not decreasing the growing of the poppy and even the destruction a year or so ago of huge stocks of Indian opium in Shanghai has not improved the situation, as Mr. Harmanworth showed recently in the House of Commons. Nor, to judge from the numerous attempts by Chinese to smuggle opium out of Calcutta, can the Chinese Government stop the entry either of that drug or of morphine, for which latter fact, be it noted, the Anti-Opium body blames somebody else—to wit England and America. The fact of the matter is that all these ideas of making people virtuous by legislation fail and if a man wants to drink or to smoke opium, he is going, in the present imperfect state of the mundane sphere, to find a way either of getting what he wants or a substitute. The request of the Anti-Opium Association to Mr. Andrews to weigh in with a statement apparently only a wholesale condemnation of the Government of India will suit—suggests that the Government of India should get in first with its statement and prove what India has done and is doing to help people who don't want to stop opium-smoking to stop that vice.—Englishman.

WIRELESS POSSIBILITIES.

A TELEPHONE TO AUSTRALIA.

Senator Marconi at the annual meeting of the Marconi Company at the Connaught Rooms, speaking of the many recent important advances in aerial telegraphy and telephony, said that, subject to satisfactory arrangements with the Post Office, they hoped in the near future to create telephonic services with several foreign countries, and provided they had the opportunity, as they hoped to have, of creating a wireless telegraphic service between England and Australia, it was quite within the range of possibility that they might hereafter supply Australia with telephonic communication with Great Britain. He criticised the failure of the Post Office at their station at Lough to use recent patents which were being employed in the American, French, and German stations.

I am a firm believer in those grand old principles which were extracted from an unwilling King at Runnymede many centuries ago.—General Nicholson.

A \$2.00 CAMERA WILL TAKE PICTURES.

but no sensible person claims that the photographs equal those secured with a \$500.00 lens. The eye is a miniature camera, and lenses simply remedy defects in the natural photographing mechanism. The better the lenses, the better the results. The Hongkong Optical Co., Successors to Clark & Co., Refracting & Manufacturing Opticians, located in 13, Queen's Road, Central, manufacture lenses as safe, as nearly perfect and as reliable as can be produced by the combination of human ingenuity and constructive machinery of the highest type.—Adv.

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POLO NOTES.

The date of the Interport Polo Match drawing near. Monday, the 10th, is the day fixed for the event, and on Wednesday, the 12th, it is proposed to hold a Polo Gymkhana, preceded by a four chukka match between the Shanghai Light Horse and a Hongkong team representing the Army, Past and Present, composed of Major Timmis, Captain Johnson, Lieut. Dodington and J. Bell. The Light Horse team was to have been the same as the Shanghai Interport team with the exception of A. David, their reserve man, who was to have taken the place of J. H. Brennan. Now, however, it is learned that David is not coming down, and it is not known whether anyone else will take his place. However, a match of some sort will be arranged, as the Shanghai players are sure to want to play as much polo as possible, having taken the trouble to send their ponies so far.

One event at the Gymkhana will be Interport Section Tent Pegging, that is, at Shanghai are willing to compete, and it is pretty certain they will be, as it is a sport they go in for a great deal more than we do down here.

The details of the other events are:—
Catching Tennis Ball: Men to ride at full gallop and throw tennis balls to ladies, who will catch them. Three runs.
Gala: Competitors will be mounted and will start from far side of Polo Ground, near the stables, and hit a golf ball round a post with any golf club, except a putter, to a hole opposite the Pavilion. First competitor hitting out to win. Competitors to provide their own golf clubs and balls.

Green Green Stakes: Men mounted will ride to a point where their mares will be waiting them and where they will hand over their ponies. They will then run to the place where their lady partners in pickhaws will be waiting them, and pull them to the winning post. Pickhaws will be provided.

Musical Chairs: Competitors will ride bare-backed.

Threading Needle Race: Men, carrying a needle and thread, will ride to a point where their mares will await them and where they will dismount. They will then run to a point where their lady partners are standing with a cigarette and box of matches. Ladies may help to fight the cigarette in any way they like, but may not assist in threading the needle. The men will return mounted, and the first past the winning post with his cigarette lighted and his needle threaded will win.

The spell of dry weather has enabled the Hongkong Polo team to get in a number of practice games, which has greatly helped their play as a team and has given them a good opportunity of getting acquainted with ponies which have been kindly lent for the match.

Ponies are in good trim but a little rain would help matters considerably, as a continual play on a hard ground is bound to make a pony shorten his stride a bit.

The Shanghai ponies are all in good fettle, and, from what has been seen of them on the Race Course in the mornings, they are a fast lot.

It is possible that the Shanghai team may manage to arrange to get some practice chukkas at Manila on their way here, though these, of course, will be on borrowed ponies of a very different type to the China ponies they have been accustomed to ride. It is a pity that they will not have much time to practice in Hongkong before their match, as ponies that have not been played for some time are apt to be a bit wild, but if the *Empress of Russia* arrives to time on Thursday they will be able to get out on the ground the same evening and have some chukkas on Friday.

For those interested in Polo, it should be noted that the playing days have been altered for this week to Monday, Wednesday and Friday, so as to enable players to get in their three days' practice and be present at the Gymkhana. Meeting on Saturday. Next week the days will be Monday, Wednesday and Saturday. On the latter day it is proposed to commence a tournament which will probably last for about a month and should provide some interesting games.

SIR ROBERT HO TUNG.

APPOINTED HONORARY ADVISER TO THE PRESIDENT.

Peking, September 27th.
Sir Robert Ho Tung, who is returning to Hongkong to-morrow, received a special audience of the President this morning in which President Hsin Shih spoke in the highest terms of Sir Robert's keen interest in China and Chinese affairs and his fine work in aiding and promoting Chinese industries, and expressed the hope that Sir Robert would soon return to Peking.

The afternoon Sir Robert received the appointment of Honorary Adviser to the President of the Chinese Republic, and the appointment of Honorary Adviser to the Chinese delegation to Washington.—*Reuter.*

THE MARINE COURT.

Three coolies, caught throwing articles into the harbour in order to dodge seizure by the police, were fined \$10 each by the Marine Magistrate (Lieutenant Conway Hake, R.N.R.) yesterday. They were sent to throw cups into the harbour. The cups were stated to belong to a ship which sailed on the previous day. A boatman was fined \$10 for overcrowding her vessel. She had 60 people aboard whereas her licence only permitted 42.

ASSOCIATION FOOTBALL.

ARRANGEMENTS FOR THE COMING SEASON.

The local football season was inaugurated last night, when a well-attended meeting of the Hongkong Football Association was held at the Victoria Barracks. Mr. R. J. Wilton (Chairman) presided, and there were present, also, Messrs. W. E. Thornton and J. Watling (R.G.A.), J. Farmer (2nd Bn. Wills. Regt.), B. Pasco (Kowloon F.C.), W. Andrew (H.M.S. *Titanic*), E. Moore (H.M.S. *Cairo*), H. C. Macnamara (H.M.S. *Rodger* (Hongkong F.C.), C. Blake (2nd League secretary), D. D. Urquhart (United Athletic Club), H. Kan (South China Athletic Association), S. Bickle (H.M.S. *Ambrose*), H. G. Austin (H.M.S. *Titanic* and tenders), B. M. Omar (St. Joseph's), G. R. Jones (referee, H.M.S. *Ambrose*), H. R. Donnan (Garrison Recreation Club), J. McCubbin (R.B.), G. T. May (Council), W. C. Hollands (referee), F. T. James, C. S. Reynolds and J. Robertson (Police Recreation Club), and M. L. Railton (hon. sec. and treasurer).

It was reported that the Oilers would be unable to play a team of their own in the forthcoming season; their players would join other clubs. The University wished to enter a team for the second division of the League.

The last date to receive entries for the coming season was fixed for Monday, October 10th. The following entries were given in by the representatives present:—
FIRST DIVISION.—Tamar, R.G.A., Police Recreation Club, Kowloon F.C., *Cairo*, *Titanic*, *Ambrose*, and the South China Athletic Association. The season to begin on October 29th.

SECOND DIVISION.—R.G.A., Kowloon F.C., *Titanic* (possibly), United Athletic Club, South China Athletic Association (two teams), and *Caroline*. The season to begin on October 29th.

The allocation of grounds was discussed, and it was suggested that a representation be made to the Recreation Grounds Committee, in time for next season, as to football being authorised on the United Services Recreation Club ground at Gun Club Hill. The Hongkong F.C. representatives promised to facilitate the use of their ground, as much as possible, for Association games. The difficulty was that, when the Association team was playing away, the Rugby section wanted the ground. The same position arose with regard to the Army ground at Sookunpoo, and the number of grounds available for League matches was stated to be reduced sometimes, to five.

INTERPORT VISIT PROPOSAL.

An invitation was read which had been addressed to Shanghai to send a team to Hongkong this season. No definite reply had yet been received from Shanghai.

On the proposition of Mr. JAMES, seconded by Mr. PALMER, it was agreed to issue an invitation, also, to Singapore to send a team.

Mr. McCUBBIN recalled occasions, last season, when Chinese spectators encroached on football grounds. It was agreed to request the South China Association and the Indian B.C. to distribute leaflets amongst the spectators on this subject at the opening matches of the season.

An omission at the annual meeting was repaired by the cordial approval of a vote of thanks to Mr. Railton, the ex-hon. secretary, for his services. The meeting concluded with an expression of thanks to the Chairman for presiding.

SATURDAY'S GYMKHANA.

The following are the handicaps for the three handicap events at next Saturday's Gymkhana:—

1 MILE HANDICAP.

Pawnshop	160
Ameer	160
Bolshiev	160
Lighting	155
Mountain Bear	155
Lighting	153
Flywheel	153
St. Anthony	152
Tiddlewinks	152
James Cat	150
Humorist	149
Spoilt Child	149
Beggar King	147
Dandy Child	147
Tuckshop	147
Mountain Mist	146
Coniston	146

1 MILE HANDICAP.

Scampardale	160
Lighting	156
Spoilt Child	153
Mountain Bear	153
Ardelan	153
Tiddlewinks	150
Flywheel	150
St. Anthony	149
Humorist	146

"B" Class.

Garpenier	158
Romanos	155
Miserimus Dofelul	155
Neston	154
Spoilt Child	153
St. Anthony	152
Beggar King	152
Dandy Child	152
Tuckshop	151
Frome	150
Mountain Mist	149
Quo Vadis	149
Golden Syrup	147
King Harry	147
Dakho	146

ALLEGED THEFT AT THE AQUATIC FESTIVAL.

A COOLIE'S FIND.

At the Magistracy, yesterday, before Mr. Orme, a coolie employed at the V.R.C. as an extra hand during the aquatic festival, was charged with stealing a silver cigarette case, the property of Mr. H. A. Castro.

The accused said that he found the case at the side of the bath, at 2 a.m. on Sunday, during a dance. He wanted to hand the case to the Secretary, Mr. Witcomb, but could not find him in the dance hall. He then went to the boat-house and showed the case to some of the jockies, who advised him to go home and bring the case back in the morning. He was to have returned to work at 8 a.m., but overslept until 7 o'clock, and in his hurry to get back to the Club, he forgot the case. When Mr. Witcomb mentioned the matter to him, he admitted that he had found it and offered to go home for it.

Mr. Castro said that he left the case on a chair in the dance hall, and not near the bath. When he returned to his seat after a dance, the case was gone.

Inspector Clark said that when first questioned, the accused produced an empty Westminster cigarette tin, and only after being pressed about the silver case, did he admit that he had it at home. Mr. Witcomb detained him and sent for the police. The case was in a glass jar on a shelf above his bed. It was not in any way concealed.

The Magistrate remanded the accused in police custody until to-day and directed that he should be given an opportunity of pointing out the men to whom he alleged he showed the case.

A CHEAP SALE.

TO MACAO FOR A GAMBLING BOUT.

A man employed by a Chinese firm in Bopham Strand was charged before Mr. R. E. Lindell, yesterday, with the misappropriation of two bales of dressed feathers.

Inspector Murphy said that the accused was given a bill of lading to take delivery of the goods at a godown. He then sold the feathers, worth \$400, for \$30, and went to Macao with the money. He absconded on September 22nd, was arrested in Macao on the 29th, and brought back here on the following day. The man to whom he sold the feathers could not be found. On the 30th, the accused took him to a house near the Koshing Theatre and, in an unoccupied cubicle there, the feathers were found. Apparently there had been some difficulty in disposing of them.

The accused said that he had old parents in the country to support. Business was slack and money scarce, and he stole the feathers to raise money to give his people.

The Magistrate: Where are your parents?
Defendant: In Hokkaido.
The Magistrate: And you were going to them by way of Macao? You really went to Macao to gamble with the money?
The defendant admitted the Magistrate's view of the facts.
Sentence of two months' hard labour was passed.

CROWN LAND SALES.

ONLY FOUR LOTS SOLD AT REPULSE BAY.

A sale of land at Repulse Bay, and elsewhere, took place at the offices of the Public Works Department, yesterday afternoon, Mr. Parker Rees acting as auctioneer. For the Repulse Bay lots the demand varied. Bidding was brisk in some cases, but for six lots offered there were no bids. These sold were:—
Lot 177, upset price, \$1,716; sale price, \$3,370. No. 178, upset price, \$3,700; sale price, \$2,600. No. 182, upset price, \$3,175; sale price, \$3,230. No. 183, upset price, \$3,365; sale price, \$4,370. Mr. E. M. Stapleton, who had been a keen bidder for the other lots, was the purchaser of No. 183.
There was also sold: Kowloon Island Lot 1430 for \$2,400 (upset price, \$1,354) and a lot at Shaikwan for \$6,250 (upset price, \$3,113).

OFFICIAL SALARIES AT VLADIVOSTOK STOCK PAYABLE IN JAM.

A Vladivostok despatch to a Japanese paper says: The lack of funds with the Vladivostok Government has become notorious. Many Government institutions have not paid salaries to the employees for two months. The Zemstvo, one of the greatest civil institutions in Russia, active also in the Maritime Province, is wholly dependent on the Government. The Treasury has no funds and the Zemstvo was, therefore, unable to pay its employees' salaries. The Zemstvo administration has now asked its employees to accept part of the salary in jam. This jam was received by the Zemstvo some time ago from Australia and the employees for the great part agreed to accept part of their salaries in this way.

"ELPENOR" ARMS CASE.

DEFENCE TO BE PREPARED.

Mr. Leo D'Almada, before Mr. Orme, yesterday, mentioned the case in which the chief Chinese fireman of the *Elpenor* was remanded on a charge of having attempted to smuggle into the Colony 301 Mauser pistols, 1 revolver, and 24,250 rounds of ammunition. Mr. D'Almada asked for a further remand, explaining that he had only just been instructed for the defence.

The Magistrate remarked that the accused had had a week in which to engage a solicitor.

Mr. D'Almada replied that the accused had been in jail; his friends had now made arrangements for his defence. On the defendant's statement, as reported in the papers, said Mr. D'Almada, he would have a good defence on a point of law.

Mr. M. M. Watson, who represented Messrs. Butterfield & Swire, agents of the Blue Funnel line, said that there could be no defence on the facts.

Mr. D'Almada replied that the accused had admitted dumping some packages into the sea, but did not admit possession of the packages.

A remand was granted until to-morrow.

SHANGHAI TRADE.

Messrs. Ilbert & Co.'s piece goods market report says:—

During the two weeks that have elapsed since our last issue, trade has been very much better than might have been expected in view of the appalling political and economic condition of most of the Yangtze provinces. It is surprising that even the Hankow dealers have become fairly active buyers during the past few days notwithstanding that traffic therefrom as far as the Gorges is practically entirely suspended, or at least carried on under heavy fire from both sides of the River, while most of the roads and inland waterways in that region are little better than happy hunting grounds for bandits, military and otherwise.

The Northern markets appear to be laying in their winter stocks in time to avoid the scarcity of supplies which is likely to prevail here in the near future and are doing a regular business at steadily advancing prices, clearances being good all round. In practically all the large interior marts stocks remain at a very low ebb, so that with replacing prices once more quite out of touch, the statistical position may be regarded as very healthy.

Indent business with Lancashire and the States has come to a virtual stop owing to the advanced prices which makers are compelled to ask by the sharp rise in the Cotton markets, and at the moment it appears very unlikely that any material weight of cloth can arrive here in time for the early spring demand. The situation is of benefit to the local weaving mills whose cloths are going into consumption briskly, notwithstanding a fairly sharp advance in values.

A MESSAGE OF GOODWILL FROM SAN FRANCISCO.

THE COMING TOUR.

The publicity department of the San Francisco Chamber of Commerce has sent out the following note:—

The Municipality of San Francisco will have a representative aboard the ship that carries the San Francisco Chamber of Commerce excursion on a three months' tour of the Orient. The Board of Supervisors has appropriated \$2,000 for the expenses of a delegate on this voyage to carry a message of good-will from San Francisco to the principal countries of the Far East.

This action was taken following the receipt of a letter to Mayorolph from Wallace M. Alexander, president of the Chamber of Commerce, inviting the city to be officially represented on this excursion, which will establish a new precedent among American cities in going after the trade of foreign countries. Supervisor Warren Shannon has been appointed to this post and will make the tour with Mrs. Shannon.

When the last passenger liner assigned by the United States Shipping Board to make this tour leaves the port of San Francisco it will carry representatives of financial institutions, manufacturing companies, and trading firms eager to appraise the opportunities which await them in the Orient for expanding the Golden Gate's commercial sphere. This excursion will combine all the elements of a pleasure tour with that of a practical commercial survey, and offers to leaders in San Francisco's business activities an exceptional opportunity to establish lasting relations with civic and national authorities and the business men in each city and country visited.

EXCHANGE IN SEPTEMBER.

Mr. C. A. de Boza's monthly exchange table gives the following summary for the month of September:—

Average Rate Sept. (1921) (Approx.)	2/9 1/2 108 5 1/2 7.02
Highest Rate Sept. (1921)	2/9 1/2 111 5 1/2 7.70
Lowest Rate Sept. (1921)	2/7 1/2 101 4 1/2 6.35
Average Rate to date 2/8 102 4 1/2 6.32	(1921) (Approx.)

FACTS THAT SHOULD INTEREST YOU!

THERE IS AN OLD SAYING THAT "AN OUNCE OF FACT IS WORTH A TON OF TALK"
CARPETS ARE DOWN IN PRICE, AND WE TAKE THE LIBERTY TO BRING THIS TO YOUR NOTICE.
HERE ARE A FEW CONCRETE EXAMPLES.

SEAMLESS AXMINSTER CARPETS

1st QUAL.	SIZE 5 yds. x 4 yds.	TO-DAY \$300	OLD PRICE \$375
2nd	"	250	300
3rd	" 4 1/2 yds. x 3 1/2 yds.	150	185

SEAMLESS VELVET CARPETS

ALL	SIZE 3 yds. x 3 yds.	TO-DAY \$80	OLD PRICE \$100
ONE	" 3 yds. x 3 1/2 yds.	120	150
QUALITY	" 3 yds. x 4 yds.	140	175

ANGLO-ORIENT RUGS AND CARPETS

ALL	SIZE 3 yds. x 3 yds.	TO-DAY \$120	OLD PRICE \$150
NEW	" 3 yds. x 3 1/2 yds.	140	175
DESIGNS	" 3 yds. x 4 yds.	160	200

ALL OUR CARPET STOCK REDUCED
ACCORDINGLY AND IF YOU ARE IN WANT OF A CARPET
CALL AND MAKE AN INSPECTION.

LANE, CRAWFORD & CO.

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WATER PAINTS

Particulars and shade books on application.

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Tel. 1741.

HONGKONG

THE WALTZ

OF THE SEASON

"REPULSE BAY"

BY

(LILIAN M. TAGGART)

TO BE OBTAINED ONLY

AT

ANDERSON'S

Powell

TELEPHONE 3146.

— 101 —

TAILORING DEPARTMENT.

We have received a smart selection of

AUTUMN and WINTER SUITINGS

in

FLANNELS, CHEVIOTS, HOMESPUNS,

SERGES, etc.

These have been marked at competitive prices.
There are Suits for \$55.00, Sports Coats \$27.50
which we guarantee in style and fit.

SEE WINDOW.

NEW ADVERTISEMENTS

PEAK TRAMWAYS COMPANY,
LIMITED.

NOTICE

ON TUESDAY NIGHT, October 4th, the last Tram will run at 9 o'clock.
JOHN D. HUMPHREYS & SON,
General Managers.

SOCIETY OF ST. GEORGE,
HONGKONG.

IN response to suggestions made at the last Annual Meeting of the Society, the General Committee have decided to organize a SMOKING CONCERT on ARMISTICE NIGHT to be held in the City Hall at 9.15 p.m. in the same manner as last year.

Circulars on the subject will be sent to all Members of the Society in due course.
A. H. K. COBB,
Hon. Secretary.
Hongkong, September 30th, 1921. [1535]

HONGKONG AUTOMOBILE
ASSOCIATION.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of Members will be held on TUESDAY, 25th October, 1921, at 5.30 p.m. in the Old Chamber of Commerce Room, City Hall. Circulars will shortly be sent to members in regard to matters to be brought forward at the Meeting.

ALL interested in Motoring matters are invited to attend.
F. BEYINGTON,
Hon. Secretary.
Hongkong, October 3rd, 1921. [1536]

5 DE OUTUBRO, DE 1921.

FESTA INFANTIL.

HAZ-SE publico que, em comemoracao do 110. Aniversario da Implantacao da Republica em Portugal, haverá no dia 5 do corrente no Campo de Tenuis do Club de Recreio em Kowloon, uma Festa Infantil (Chá Sportivo) para as crianças portuguesas começando ás 17 horas e terminando ás 19 horas, para a qual são convidados todos os que subsciveram para a Festa de 5 de Outubro bem como suas ex-niñas familias.

PELA COMISSÃO DA FESTA.
EDUARDO V. M. R. de SOUSA,
Presidente.
Kowloon, 3 de Outubro de 1921. [1537]

BRITISH MUNICIPAL COUNCIL,
TIENTSIN.

THE Council hereby invites application for the post of KINDERGARTEN MISTRESS in the Tientsin Grammar School. The commencing salary offered is \$140 to \$160, per mensem, according to the qualifications of the successful applicant. Free furnished quarters will be provided by the Council. Applications stating age, nationality, qualifications, and experience should be forwarded to the undersigned not later than October 8th, 1921.

By order,
J. R. LYNES,
Secretary.
[1538]

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

S.S. "WEST CANON"
FROM SEATTLE.

THE Steamship
"WEST CANON"
having arrived from Seattle, via ports, on October 3rd, 1921, Consignees are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hon. Shun Godown Co., Nos. 16 and 17, Kennedy Fringe, Hongkong, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Delivery Orders will be issued.

All broken, chafed and damaged Cargo is to be left in the Godowns where it will be examined at 10 A.M. on Oct. 7th, 1921, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godown, and Cargo undelivered on and after Oct. 10th, 1921, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

STRUTHERS & DIXON, INC.
Agents for
U.S.S. EMERGENCY FLEET
CORPORATION,
Hongkong, October 27th, 1921. [1539]

P. & O. S. N. CO.

STEAMERS FOR
STRAITS, COLOMBO, AUSTRALIA,
BOMBAY, EGYPT,
MEDITERRANEAN PORTS
& LONDON.

Through Bills of Lading issued for Batavia, Penang, Gulf, Continental, Americas, and South African Ports.

THE Steamship "DUNERA" Captain Walker, carrying His Majesty's Mail, will be despatched from this Port on or about TUESDAY, the 18th October, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Hongkong into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 8 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—
MACKINNON, MACKENZIE
& CO.,
Agents.
Hongkong, October 4th, 1921. [1540]

NEW ADVERTISEMENTS

UNIVERSITY CHAPTER No. 3668.

THE CONSECRATION CEREMONY will be held at the Masonic Hall on WEDNESDAY, October 5th, at 9.15 p.m. R. A. M. are invited to attend.

EVENING DRESS. [1541]

POLO GYMKHANA.

A POLO GYMKHANA will be held on the Polo Ground on the afternoon of WEDNESDAY, the 18th October, at 4 p.m. The events are open to the Members of the Hongkong Polo Club and the visiting Shanghai Polo Team.

This Gymkhana will be preceded by a four chukka Polo Match, commencing at 3 p.m., between a Shanghai Light Horse Team and a Hongkong Team representing the Army (Past and Present).

The Public are cordially invited to attend. Playing days this week will be on Monday, Wednesday and Friday. [1542]

ROYAL HONGKONG GOLF CLUB.

NEW COURSE, FANLING.

Second nine holes of the New Course will be open for play from 8th October.

BANK HOLIDAY, WEEK-END

SEP 10TH OCT.

COMPETITIONS, OLD COURSE, FANLING.

BOGEY Pool Competition for Men.

Mixed Foursome Competition on Monday, 10th Oct. Post Entries: Ladies who have not yet received a HANDBICAP should send the necessary three cards to the Ladies' Secretary before FRIDAY, 7th OCTOBER.

HAPPY VALLEY COURSE.

16th SEPT., 1921, to 16th APRIL 1922.

In addition to Tuesdays and Sundays this Course is available for Golf on Fridays (max. only after 2 p.m. on Fridays). On Mondays, Wednesdays and Thursdays that part of the course within 50 yards of the Race Course ditch in front of the fifth and ninth greens is available for putting and approaching.

F. B. ROSS,
(Hon. Secretary.)
[1543]

NOTICE.

THE Authority of Mr. H. W. LUCAS to Sign for the Undermentioned Firm, is withdrawn from Date.

MOLLER AND CO. (HONGKONG),
LIMITED.
Eric MOLLER,
Permanent Director.
Hongkong, October 1st, 1921. [1520]

NOTICE OF REMOVAL.

WE have This Day REMOVED to 2nd Floor, BANK OF CHINA BUILDING, 4, Queen's Road Central. Entrance: Duddell Street.
RETTENDRIGH, BUNJAHN & Co., Ltd.
Dated October 1st, 1921. [1527]

NOTICE OF REMOVAL.

WE have REMOVED our Offices to 4th Floor, BANK OF CHINA BUILDING, No. 4 Queen's Road Central.
WRIGHT & HORNBY.
Hongkong, October 1st, 1921. [1528]

REMOVAL NOTICE.

WE have This Day REMOVED to the First Floor on the top of the Bank of China, No. 4, QUEEN'S ROAD CENTRAL, entrance in Duddell Street.
RAMSEY & CO.
Hongkong, October 1st 1921. [1531]

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, 8th day of OCTOBER, 1921, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1921.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to 8th October, 1921, both days inclusive.

By Order,
M. MANUK,
Secretary.
Hongkong, September 23rd, 1921. [1483]

"SAM YICK" FIRE CRACKERS.

IT IS HEREBY NOTIFIED that our well known brand of FIRE CRACKERS known as "SAM YICK" are only obtainable through our authorized Agent—

Mr. AN CHONG of CHUNG KING WU, New Silk Merchant,
No. 22, Kung Yat Mook, Canton, and

Mr. K. YAMMO of MING KEE, Matting Manufacturer,
No. 3, Ngau Chow Street, Honan, Canton.

The public are hereby warned against imitations sold by unauthorized persons.

SAM YICK FIRE CRACKERS MANUFACTORY.
Tai Loong, September 30th, 1921. [1517]

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments sent for insertion in the new columns of the Hongkong Daily Press, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is needed they will be placed in the advertising columns at the prevailing rates.

INTIMATIONS

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

WE THE INDO-CHINA STEAM NAVIGATION CO. LTD., of London, hereby give notice that in consequence of uniformity in naming the vessels of the Indo-China Fleet, we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "YANNIS" of Hongkong official number 151493 of gross tonnage 379.41, tons, register tonnage 2083.91, heretofore owned by Nicholas E. Ambatielos-Cephalonia-Greece, and since by the Indo-China Steam Navigation Company of London, for permission to change her name to "MAUSANG" and to have her registered in the new name at the Port of Hongkong, as owned by The Indo-China Steam Navigation Company, Limited.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong, this 1st day of October, 1921.

(Signed) JARDINE, MATHESON & CO., LTD.,
General Managers. [1522]

MINING PLANT AND STORES FOR SALE.

OWING to the closing down of their gold mines in Borneo, THE BORNEO CO. LTD., Sarawak, are prepared to consider offers for purchase of all or part of the above. The plant comprises 3 Belliss and Morison Engines each with alternators 314 K.V.A. 625 Volts 50 Cycles, Suction Gas Plant 150 H.P., two Gardner Engines 110 H.P. each, Marine type triple expansion Engine 250 H.P., also motors from 15 to 250 H.P. each, Electric haulages, Pumps 15-200 H.P., Air Compressors, Several miles of light rails, Tip and Box Wagons, Rock Crushers, Tube and Ball Mills together with mining stores such as Piping, Belting, Iron, Steel Plates, Oils, Grease, Cotton Waste, Cyanide, Laboratory Apparatus &c., &c. Can be shipped direct from Kuching to Hongkong per s.s. "Chee Fu".

For full particulars apply to—
Messrs. THE BORNEO CO. LTD.,
SARAWAK. [1523]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 11th day of OCTOBER, 1921, at 2 P.M., at the Office of the Public Works Department, by Order of His EXCELLENCY the GOVERNOR of four Lots of CROWN LAND at the junction of Queen's Road Central and Pedder Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Locality	Boundary Measurements	Containing	By Statute Feet	Annual Rental	Upset Price.
1.	Queen's Road Central, at junction of Queen's Road	115' 3" x 115' 3" x 115' 3" x 115' 3"	11,300 7/8 sq. ft.	11,300 7/8 sq. ft.	\$11,300 7/8	\$11,300 7/8
2.	Queen's Road Central, at junction of Queen's Road	47' 3" x 47' 3" x 47' 3" x 47' 3"	7,222 1/2 sq. ft.	7,222 1/2 sq. ft.	\$7,222 1/2	\$7,222 1/2
3.	Queen's Road Central, at junction of Queen's Road	47' 3" x 47' 3" x 47' 3" x 47' 3"	7,222 1/2 sq. ft.	7,222 1/2 sq. ft.	\$7,222 1/2	\$7,222 1/2
4.	Queen's Road Central, at junction of Queen's Road	47' 3" x 47' 3" x 47' 3" x 47' 3"	7,222 1/2 sq. ft.	7,222 1/2 sq. ft.	\$7,222 1/2	\$7,222 1/2

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for
SOME CK, KX, LM, LN, LR, LT, LU,
LW, MA, ME, MZ, NB, A 50.

WANTED, A DAILY NURSE to take charge of a CHILD, 3 years of age, and to do plain sewing.—Reply to N.F., c/o Daily Press Office. [124]

FOR SALE—4, STEWART TERRACE, Peak.—Apply to H. E. FORLOCK, Prince Buildings. [97]

TO LET.

TWO 4 ROOMED EUROPEAN HOUSES No. 219 and 221 Praya East. Apply to Property Office, Messrs. JARDINE, MATHESON & Co., Ltd. [1531]

TO LET.

GODOWN at Yau-mai. For particulars apply to—THE HONGKONG LAND RECLAMATION CO. LTD. [1146]

TO LET.

GODOWN at Sam Shui Po near Cosmopolitan Dock. Large open compound in front suitable for the storage of Metal, Lumber, Crock, etc. Marine Lot; approached either from land or water side. For particulars apply to—W. G. HUMPHREYS & CO. [1234]

INTIMATION

SPECIALITIES FOR THE BATH-ROOM.

BATH SOAPS.

Watson's Carbolic Soaps.

5%, 10% & 20%.

Atkinson's Bath Tablets.

Yardley's Bath Soap.

Colgate's Turkish Bath Soap.

AMMONIA FOR THE BATH.

Watson's

Scrubbs.

BATH SALTS.

Zenobia

Dubarry's

Sobano.

DISINFECTANTS.

Watson's Hygienol.

Lysol

Milton

Jeyes Fluid

Sanitas

Bath Straps.

Bath Brushes.

Loofahs.

A. S. WATSON & CO. LTD.,

(Established 1841.)

HONGKONG DISPENSARY

Phone No. 16.

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BIRTHS.

ROBERTSON.—At Shanghai, on September 27th, to Mr. and Mrs. W. B. ROBERTSON, a daughter.
STELLINGWERFF.—At Shanghai, on September 27th, to Mr. and Mrs. C. J. STELLINGWERFF, a son.

MARRIAGE.

JONES—FORD-DUNN.—At Shanghai, on September 27th, DAVID PHILIP WALTER JONES, of Shanghai, to ALEXA FORD-DUNN, of Southampton.

DEATH.

ETTER.—At Shanghai, on September 27th, MARQUETTE, dearly beloved daughter of Mr. and Mrs. F. C. Etter.

HONGKONG OFFICE: 104, DES VOUX RD., C.
LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 4th, 1921.

THE MOPLAH FANATIC.

Serious outbreaks have occurred on several previous occasions among the fanatical Mohlahs, but it seems to be agreed among British civil and military officials who know the country that there have been "no disturbances quite on the formidable lines of the present outbreak."

It is more than a couple of months since we had the first news of disturbances there, and the cables we published yesterday on the subject show that the situation is getting worse instead of better. According to an official statement made in the Indian Council Chamber, the Mohlah armed gangs number some ten thousand men and their resistance is strengthening. The guerilla tactics they are adopting are likely to call for a considerable military effort to suppress them. In the past the disturbances that have taken place have been attributable to two main causes—agrarian grievances against Hindu landlords, or Mohlah fury over the conversion of some member of their community to Hinduism. The religious factor on the present occasion has, of course, been present, for the Mohlahs are the most fanatical of Mohammedans. But in this case the motive for action is declared to have been supplied by the political agitator, who for months past has been sedulously

playing upon the fanatical feelings of the Mohlahs in connection with the Khalifate question. An illustration of the extreme fanaticism which marks the movement was afforded in a cable we published yesterday which said that the rebels are offering Hindus the alternatives of death or Islam. If they hesitate they are ordered to dig their graves. Then, if they still refuse to embrace Islam, they are shot and the bodies dropped in. Crops belonging to Hindus have been confiscated and the Hindus are fleeing from the district.

A writer who knows the country well has given the following account of the Mohlah fanatic:—"When he sets to work he is a very thorough person. Before joining up in one of these outbreaks he usually proceeds to a mosque and prays steadily for twenty-four hours, emerging with a resolve to sacrifice himself. He and his friends then begin by murdering a Hindu or destroying a temple, gathering adherents as they run riot over the country. Police and British troops have to be called out to effect their capture, and a regular hunt begins. In the end, the gang invariably takes refuge in one of the hill-top temples, and refuses to surrender. Armed with huge, sharp knives, their idea is to get among the soldiers and kill as many as they can before being either killed or captured themselves. That they do not understand the meaning of the word 'surrender' may be gathered from the fact that in 1885 one of these bands of fanatical murderers had to be dynamited out of their place of refuge, and nine years later the services of a howitzer battery were requisitioned to blow another gang from their lair."

The Government has always had to station a detachment of British infantry at a convenient centre for dealing with these disturbances, and as long ago as 1851 a special police force was organised and has since been maintained in the locality for the suppression of Mohlah outbreaks. The present outbreak, however, has many features which distinguish it from other fanatical outbreaks in the same region, and the influence of the political agitator is clearly apparent. During the past twelve months the Mohlah country, it appears, has been visited by numerous agitators, including the notorious Ali brothers, and the present serious outbreak is a manifest consequence of their activities. We can gather the nature of the agitation from the statement made by MOHAMMED ALI recently at Karachi, where he is being tried on a charge of sedition. He declared that Indian Moslems were hostile to the Government because of its attitude towards Islamic States, which, he alleged, was in violation of the war-time pledges in regard to the sanctity of the Islamic holy places, and he went the length of saying that Indian Moslems, if they commanded a more effective force, would try conclusions with the Government. He spoke also of an Indian republic as "looming in the distance." It is just as well, for the sake of the people of India, that the republic should remain very distant remote. Such events as are taking place in the Malabar region, where fanatical Mohammedans are relentlessly persecuting those of the Hindu faith to the extent of compelling them to dig graves for their own reception if they refuse to adopt the Islamic faith, affords a very picturesque illustration of what a large portion of India would be like under a republic. Happily, large sections of the people realise this only too clearly and also that the well-being of the people of India is best assured under the protection of the British Raj.

Mr. H. Percy Smith will arrive by the Dunera to-morrow.

Capt. E. Walker has gone master of the Douglas steamer Haiching, replacing Capt. A. H. Stewart who is going Home on leave.

Sir Charles Eliot, H.M.'s Ambassador to Japan, has had the distinction of being the first foreign Ambassador to entertain a Crown Prince of Japan.

The total output of the Kailan Mining Administration's mines for the week ending September 17th amounted to 64,888 tons and the sales to 84,631 tons.

The Remedios who, through a misprint in the V.R.C. programme, had to be transferred from the Hongkong list to the Shanghai list in the Interport team race, was a Shanghai competitor, and not a Hongkong swimmer as stated in error in our report yesterday.

The consecration of the new University Chapter will take place to-morrow (Wednesday) night.

Some particulars of the Polo Gymkhana next week will be found among to-day's advertisements.

Announcements interesting to members of the Golf Club will be found in our advertising columns.

The Hongkong Automobile Association announce a general meeting of members to be held on the 23rd inst.

Armistice Day will be celebrated by the St. George's Society of Hongkong by a smoking concert at the City Hall.

Great damage was done last week by a typhoon which passed over central Japan. The reports show that it caused considerable destruction of property on shore and afloat.

Sir Eric Stuart Taylor, M.D., and Lady Taylor returned to Hongkong on the China Mail steamer Nile from Shanghai. Dr. G. H. Thomas was also a passenger by the same ship.

The vernacular Press reports that all former private German properties in Hankow, confiscated by the Chinese authorities, have been returned to their original owners.

The tea-house proprietors at Canton are on strike against what are termed the extravagant demands of their employers. Many of them have closed their doors to business rather than yield.

The Harbour Master has been informed by cable that the Harbour Master at Shanghai, that the Tungsha lightship will be temporarily withdrawn on October 11th and replaced by a gas lightship.

A Japanese named Hideo Torio, has been sentenced at Singapore to four years' rigorous imprisonment for defrauding the Netherlands Trading Society of a sum of \$46,000 by means of a forged draft. Hideo was formerly in business for himself in Rangoon.

A Peking telegram says: "Owing to a report that an English paper says that the expenditure of surtaxes imposed in aid of famine relief should be published in detail, the Waichiao-pu has asked the Ministry of the Interior to take up the question, and the Ministry of the Interior has requested the Ministry of Communications to supply full details."

In making the announcement that "the Peking Government is in financial difficulties," the China Times states that a government representative is endeavouring to arrange a loan of Frs. 10,000,000 with certain banks in Shanghai, on the security of debenture bonds, and it is added that the banks are willing to accept this security at a 30 per cent. discount.

The Peak Tramway Company announces that the last tram to-night will run at 9 o'clock. Hitherto the repair work now in progress has been done after the last tram has run at its usual time, but to-night more time will be required to replace the old cable with the new one. This affects to-night only and the service will run as usual again to-morrow.

The high-rest agitation amongst Chinese in the Central and Louza districts, of Shanghai, continues, and the latest announcement in the Chinese Press is that the tenants are "devising ways and means to prevent the proposed increases, and are determined to remain firm in their attitude." Posters advising tenants to reject the landlords' demands have been posted in the Louza district.—N.C. Daily News.

An action has been instituted in the Court of the Belgian Consul-General at Shanghai, whereby Mr. L. W. Luyt, advocate, claims from the Banque Belge pour l'Etranger the sum of Shanghai Tls. 48,996.87 due upon a contract for exchange under which the Bank is alleged to have sold to him in August, 1920, the sum of 230,000 T.T. at the rate of 6/1, for delivery up to Chinese New Year, which was on February 7th last, when the rate had dropped to 3/5d.

The Canton Times reports that "Lungchow, the last stronghold of the Kwangsi troops, after more than a month of serious fighting, has at last been captured by the Cantonese troops, according to reliable information received from Nanning. Many guns and war supplies were taken from the enemy. The fall of Lungchow marks the end of the Kwangsi campaign and places the whole province of Kwangsi in the hands of the people under their able leader Governor Ma Chun-wu."

TYPHOON WARNING.

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

October 3rd, 11.20 a.m.
Typhoon in about 142 deg. Long. E. 10 deg. Lat. N. moving N.W.

STIRRING FRENCH APPEAL TO GERMANY.

LORD NORTHCLEFFE'S WARNING TO AUSTRALIA.

THE FUTURE OF AVIATION.

"BRUTAL AND DEBASED" RUSSIAN PEASANTRY.

LATEST CABLES.

(REUTERS' SERVICE'S AGENCY.)

AUSTRALIA AS A "WHITE" COUNTRY.

LORD NORTHCLEFFE'S WARNING.

SYDNEY, October 2nd.

Vicount Northcliffe has sailed for the Philippines en route to Japan and China.

He declared that if Australia desired to remain white she must encourage Anglo-Saxon immigration by all the means in her power. Australia was sufficiently wide and rich comfortably to support a population twenty times the present number. She could absorb without difficulty 100,000 immigrants a year. Within easy reach of this sparsely peopled continent were teeming millions and if the vacant spaces were not filled by Anglo-Saxons another human tide would sooner or later overwhelm them.

MAXIM GORKY ON RUSSIA PHASANTRY A BARRIER TO ALL PROGRESS.

LONDON, October 2nd.

Maxim Gorky, interviewed by *The Daily News*, declared that Communism would pass away from Russia, giving birth to a sort of Socialist Republic or even to a Democratic Republic, similar to that of the United States, but the vast experiment now being made in Russia would have an enormous influence upon the position of the proletariat.

There was no chance whatever of a return to the Tsarist regime. The people largely supported the Communist Government because there was no alternative at present possible. If the Soviet fell, complete chaos would ensue.

The opposition of the peasants was too great for the success of Communism. The vast mass of the Russian peasantry were a barrier to all progress; they were brutal, debased, and hardly human. There was a complete cleavage between the country and the towns. Only the intellectuals could save Russia.

M. Gorky was greatly impressed with the British Trade Agreement, from which he expected great things.

BOLSHEVISTS V. MOSLEMS.

"INDEPENDENCE OR DEATH."

LONDON, October 3rd.

According to the Azerbaijan Information Bureau in London, thousands of casualties occurred in a fierce battle between Bolshevik troops and Moslems at Baku.

It appears that the Azerbaijan insurgents hoisted the national flag inscribed "Independence or Death." Bolshevik warships on the Caspian thereupon fired on the town, whence, after stubborn fighting, the Tartars retired. The Azerbaijan Red Regiment joined the insurgents.

It is reported that the Bolsheviks have offered to negotiate.

EARLIER CABLES.

BELGIUM'S INDEBTEDNESS TO ALLIES.

AMERICAN ARBITRATOR'S DECISION.

PARIS, October 1st.

Considerable satisfaction is expressed at the decision of the American Arbitrator, Mr. Beyden, according to which Germany shall refund to the Allies Belgium's indebtedness to them on the basis of exchange ruling on November 11th, 1918. France alone will benefit by about £100,000,000. The French point of view was strongly supported by England.

FRANCE AND GERMANY. M. CLEMENCEAU'S PLEA FOR FRANCE.

PARIS, October 2nd.

At the inauguration of the monument to his honour at Sainte Hermine, in La Vendée, M. Clemenceau made an eloquent speech on France's victorious. Referring to the Treaty of Versailles, he said that the scheme for assuring the peace of the world, even to the confines of the Pacific, was magnificent, but the Pacific was far away while the German frontier was close at hand. The Washington Conference would have an opportunity of remedying obvious faults in its execution. Nobody would refuse to consider the French question as on the same footing as the Pacific question. No ally would want, for the sake of greater trade intercourse, to favour the economic resurrection of Germany at the expense of France.

THE ECONOMIC SITUATION OF THE TWO NATIONS.

PARIS, October 2nd.

Speaking at Sainte Hermine, in the province of Vendée, at the inauguration of a monument which his compatriots have erected, M. Clemenceau extolled the gallantry of the French people. He stated that the French victory was at the same time that of all the Allies—a victory for idealism and the liberation of all oppressed nations. Victory would be useless if the pre-war policy of competition were to revive between the Allies. It was indispensable that every ally should avoid the afterthought that Germany should be held as an object of interested sympathy. France had no Imperialist dream, but a desire for an equitable peace for all nations.

M. Clemenceau urged that restoration of the war-stricken regions and France's safety, for which the Allies signed arrangements, should prevail at all costs. He did not admit it as possible that America would have summoned the delegates of civilized peoples to Washington to inform them of its disinterestedness regarding the cause of mankind, for which American soldiers had bled. M. Clemenceau asserted that further German economic restoration to the detriment of France would be treason, because the war that took place on French soil put France in a greatly inferior state compared with the Allies and Germany.

AMERICA'S TRIBUTE TO FRANCE'S UNKNOWN SOLDIER.

GENERAL PERSHING'S PLEA FOR "A GENEROUS SPIRIT."

PARIS, October 2nd.

In the presence of M. Millerand, several Ministers and Marshals of France, the American Ambassador, Admiral Niblack (commanding the American Naval Forces in Europe), and General Allen, commanding the American troops on the Rhine, of whom five hundred picked men attended, General Pershing laid the Congressional Medal on the tomb of France's Unknown Soldier at the Arc de Triomphe. Ten thousand troops from the Paris garrison participated in the ceremony.

General Pershing, addressing the tomb, said: "You gave your all for peace, but your all would be barren unless a generous spirit of unselfish co-operation arises to replace hatred."

M. Barthou, replying, said that France accepted the medal not only as a proof of America's admiration, but as a gauge of America's fidelity.

THE AUSTRO-HUNGARIAN DISPUTE.

AMBASSADORS' CONFERENCE ADOPTS ITALIAN PROPOSAL.

PARIS, October 2nd.

The Conference of Ambassadors has adopted the Italian Government's proposal to invite the Governments of Vienna and Budapest to send plenipotentiaries to Rome to conclude an agreement in regard to Burgenland.

CONTRADICTORY STATEMENTS.

PARIS, October 2nd.

The Hungarian Agency denies Vienna reports announcing the proclamation of an independent State in Western Hungary. Friedrich is actually in Budapest.

PARIS, October 1st.

According to Vienna reports the former Hungarian Premier, M. Friedrich, has proclaimed Western Hungary an independent State, and is assuming a defiant attitude. M. Friedrich is said to have three divisions at his disposal.

WASHINGTON CONFERENCE.

PRESIDENT HARDING'S RESPONSE TO BRITISH EX-SERVICE MEN'S GREETING.

LONDON, October 2nd.

Speaking at a British Legion rally at Edinburgh, Earl Haig read a letter from President Harding, replying to a letter from Earl Haig on behalf of the British Empire Service League (representing seven million ex-service men of the British Empire) wishing success to the Washington Conference. President Harding wrote that he greatly prized the support of an organization holding a unique and glorious place in the affections of people everywhere who cherish liberty, fair dealing, and the peaceful processes of progress.

CHICAGO GRAIN EXCHANGE OPERATIONS.

CHICAGO, October 2nd.

The grain trade has anticipated the terms of the new Grain Exchange Bill regulating Grain Exchange trading, which becomes effective on December 24th, by ceasing from trading in "puts" and "calls" on the Grain Exchange.

INDO-AFGHAN NEGOTIATIONS. BRIGHTER PROSPECTS.

PESHAWAR, October 2nd.

A message from Kabul bears out the impression mentioned in the message of the 28th ult. It is understood that the prospects of a satisfactory conclusion of Indo-Afghan negotiations have brightened.

The previous message said: Ghulam Siddiq, a member of the Afghan mission to Europe, has returned to Kabul. His arrival is expected to influence the Indo-Afghan negotiations in view of the experience he has gained in Europe and elsewhere.

TREASURY BONDS.

NEW ISSUE OF 5 PER CENT. AT 98.

LONDON, August 2nd.

A new issue is announced of 5 per cent. Treasury bonds at 98, instead of 97 as hitherto, redeemable at par in 1929, and convertible during 1922 into 3½ per cent. loan at the rate of £145 in loan stock per £100 bond.

BRITISH NAVAL OFFICERS IN DENMARK.

ENTERTAINED BY THE KING.

COPENHAGEN, October 2nd.

The King entertained at dinner Vice-Admiral Sir Douglas Nicholson, commander of the British squadron lying off Copenhagen, and other officers of the British Navy.

U.S. REPATRIATES GREEK IMMIGRANTS.

YEAR'S QUOTA COMPLETED.

NEW YORK, October 2nd.

On the ground that the authorized quota of Greeks admissible for the year under the Immigration Law has been completed, 371 Greeks have been refused admission and will be repatriated.

OBITUARY.

EX-KING OF WURTEMBERG.

STUTTGART, October 2nd.

The death is announced of the ex-King of Wurtemberg.

AMERICAN JUDGE DIES ON WAY TO ENGLAND.

LONDON, October 2nd.

Judge Peter Grosscup, of Chicago, died aboard the *Caronia* while on a voyage to England.

CELEBRATED AMERICAN OPERA SINGER.

NEW YORK, October 2nd.

The death is announced of the well-known opera singer, David Bispham. [The deceased was born at Philadelphia in 1857. He appeared in principal roles at Covent Garden and the Metropolitan Opera House, New York, singing in German, French and Italian.]

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL"]

CHINESE DELEGATES LEAVING FOR WASHINGTON.

SHANGHAI, October 3rd.

Several members of China's delegation to the conference at Washington on Pacific policy are now in Shanghai. They sail to-day for America.

COMING TO HONGKONG.

SHANGHAI, October 2nd.

Mr. John D. Rockefeller, jr., and party, also Shanghai's interport polo team, left on Saturday for Hongkong by the *Empress of Russia*.

THE IRISH PROBLEM.

Dail Eireann, says a Home paper, like all other human institutions, has its diversities of opinion. It is upon those diversities and the men who cause them that the whole situation turns. Right names have not been spread abroad. There appears little doubt that the man who may endanger what at the basis are the good intentions of the two countries is Mr. Erskine Childers. (Mr. Childers, who is the son of a former Chancellor of the Exchequer, and served during the war in the R.N.A.S., accompanied Mr. de Valera to London recently when he was negotiating with Mr. Lloyd George.) With him, and holding his views more or less, have been Messrs. Mulcahy and Burgess (two of the leaders of the "Irish Republican Army"), but Mr. Childers is the fountain and inspiration of a group which loves Ireland undoubtedly, but hates England more. He is a little or no Irish blood himself. He is a relentless pursuer of logic, a man who thinks of compromise as murder. He is not a member of the Dail, but those who have fallen under his influence will try to put up a fight in the Dail upon logical points, going through Mr. Lloyd George's offer with a microscope, he has detected.

Another irreconcilable force is a group of women headed by Mrs. Clarke, whose husband was executed during the rebellion of 1916, and all or nearly all the members of the group have lost sons, husbands or brothers in some cases on the scaffold, in some by assassination, and a few in such open fighting as may have been said to exist between the Crown forces and the Irish Republicans.

At the congratulatory dinner to Sir William Sutherland, M.P., on the occasion of his approaching marriage, Sir William E. Barry, a Welshman, in proposing "Scotland," said he had never been to Scotland, and never wanted to go there. It was a much advertised country, which sent its sons South to collar all the jobs, and which had killed more people in the name of religion than any other country on earth. Moreover,

SCOTTISH LETTER.

OLYDE SHIPYARD TO CLOSE.

EFFECT OF STRIKES AND HIGH COSTS.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, August 17th.

The announcement is made by Messrs. Yarrow, Scotland, that they have decided to close down their Clyde shipbuilding yard at the end of November. Messrs. Yarrow, who have a world-wide, and in some respects a unique reputation as builders of the Thames to the Clyde in 1900. Their works formed a most valuable accession to Clydeside industries, both on account of the number of men employed and the quality of the work. The firm, too, exercised a very favourable influence upon housing conditions in the neighbourhood of the yard. In every respect they have been benefactors of a most practical kind. This is not the first time that Messrs. Yarrow have been handicapped by industrial troubles. In 1910 they stated that, in consequence of high operating costs and labour troubles in this country, they would be compelled to diminish gradually their production at Scotland on the Clyde, and concentrate on work at their newer yard in British Columbia. Since then the position has not improved, and the result is the official announcement just made. It has been forced upon them by "repeated strikes, reduction of output, and demarcation disputes." The collective effect has been to make the cost of shipbuilding excessive, and also to render it impossible to promise dates of delivery. The firm state that a recent offer which they made for a British steamer for service in India—an offer which would have left them no profit and which turned out to have been the lowest in this country—was underbid by a Dutch firm to the extent of £8,000. "We shall re-open," says Messrs. Yarrow, "when conditions enable business to be carried on with some chance of success." Will the workers give a thought to what these conditions are, or will they continue their present suicidal policy until silence has settled down on the Clyde, and the centre of shipbuilding has definitely shifted to the Continent?

THE SCOTTISH WAR MEMORIAL. An interesting statement is made by the Duke of Atholl in regard to the Scottish National War Memorial. The original proposal was for a united memorial in Hyde Park, but he says he knew Scotland would desire to provide its own national memorial. His idea was approved of, and after discussion it was agreed that Edinburgh Castle was the one place in Scotland which was eminently suitable. Unfortunately the Castle was under Government control, and many offices, up to the War Cabinet, had to approve of the scheme before it was sanctioned. This meant much delay, and to a certain extent he had lost the financial market. Otherwise he believed he could have raised the necessary money in one week. The Castle is not to be further used for troops, and by utilizing it for the purposes of the memorial it would be saved from becoming a mere ordnance store, or something of that sort. It was proposed to erect an octagonal shrine on the apex of the rock, and there would be two galleries in which would be placed personal memorials of each regiment. A bay would also be allotted to each regiment in which to place its own memorial, with probably its colours, and a roll of the men belonging to it who fell, as it would be impossible to record the name of every man in bronze. All the Scottish regiments had taken up the matter enthusiastically. The only building to be removed was that known as Billings House, which was of no historic value. The Duke of Atholl states that £70,000 has already been received for the memorial.

THE FESTIVAL OF ST. GROSS. The letting of the grouse moors has been below the average, and the number of sportsmen are fewer. While the falling off may in some measure be attributed to financial stringency, another explanation is being advanced. It is almost a heresy to mention it, but golf is becoming more attractive than shooting.

Time was when the idea of Parliament sitting on the Twelfth would have been unthinkable, but the personnel of the House of Commons has changed since the time when the Festival of St. Gross was looked upon as one which must be observed at all hazards. Quite a crowd of sportsmen-politicians have managed to "wangle it" with the Whips, donned their tweeds, whistled to their dogs, shouldered their guns, and are away out on the heather.

On practically every one of the larger Highland moors the grouse are almost back to their normal numbers of the years before the war. Special attention has been paid to moor cultivation, drainage has been attended to, and vermin have been sternly kept down. This and the remarkably favourable winter and spring gave the birds their chance, keepers reporting that they have seldom found coveys so large in the month of July, the number of birds in each covey being little less than the number of eggs in the nest.

Grouse shooting is now pretty general on the Scottish moors; birds are reported plentiful, free from disease, and good average bags are being obtained by the sportsmen.

AN EPIGRAM ON SCOTLAND.

At the congratulatory dinner to Sir William Sutherland, M.P., on the occasion of his approaching marriage, Sir William E. Barry, a Welshman, in proposing "Scotland," said he had never been to Scotland, and never wanted to go there. It was a much advertised country, which sent its sons South to collar all the jobs, and which had killed more people in the name of religion than any other country on earth. Moreover,

it dressed its soldiers in a uniform which was not artistic, and was not even decent.

JOCK HUTCHISON REPLIES.

For some time we have been waiting for Jock Hutchison's denial of the statements attributed to him by American newspapers. The denials have come along all right, and show that the Open Golf Champion has been the victim of somebody's imagination. In a letter to a friend in St. Andrew's Hutchison, after recounting some of the hospitalities he received in Scotland, says: "In playing the Championship for six rounds, Mr. A. C. Muirhead, of the Royal and Ancient Club, didn't leave me for a minute. For six rounds he walked with me and saw that nobody bothered me, and that I got through the crowd easily." He compliments the members of the R. and A. for their handling of the crowds, and then goes on: "About the Cup presentation, somebody said I was mad about that. Well, it isn't true. The prizes were officially presented the night before, and I wasn't looking for a presentation of the Cup, and was really glad that it was given me in the way it was. That was when I was up on the boys' shoulders, and the movie machine was taking pictures." "I am also supposed to have said that you didn't have any golfers. What I did say was that the war hadn't helped them any, and that they didn't have four men like Vardon, Taylor, Braid, and Sandy Herd when these four men were in their prime. I think the same now."

"Jock" says nothing about his nationality; but that is a matter about which we can excuse silence.

SCOTCH WHISKY MONOPOLY.

Seven Scottish distilleries are changing hands as the result of a deal involving close upon three-quarters of a million. The Distillers Co., Edinburgh, have bought up Messrs. James, Calder & Co., with works at Boness, Gartochar, Stronschale, Auchtermotley, Glenfyle, Auchtermotley, and Provannhill. The Distillers Co. will thus possess a virtual monopoly of the Scotch whisky trade.

PERSONALIA IN SPORT.

Capt. G. A. W. Alexander is the find of the cricket season. The Aberdeenshire man's success against the Australians was followed by others equally meritorious, and not the least of them was his score of 135 not out in the match against Forfarshire.

The return of G. W. Jupp to the Carlton side after an interval of years is a pleasant surprise. It was feared that he would not reproduce his form after a period of inactivity, but his performances show him to be as expert a batsman as he was a decade ago.

The career of E. H. Liddell, Edinburgh University A.C., has been phenomenal; it is one of the romances of the amateur path. Unknown four months ago, he now stands in the forefront of British sprinters. In the opinion of experts he is another A. R. Downer. Liddell's first appearance at open sports was at the Queen's meeting in June at Glasgow, when he was in receipt of 2½ yards from Ian Tait, the then S.A.A. champion, who, were he running now, would be in receipt of 3 yards—a difference roughly of 5 yards, which is eloquent of the improvement the old Eltham boy has made since he applied himself seriously to the cultivation of pace. Since the Queen's meeting Liddell has gone from success to success, including among them a notable win over A. W. Hill, Surrey A.C., in the triangular match at Balfour, and culminating in his triumph at Rangers 100 yards handicap, when he defeated H. J. Christie.

CONRAD D.W.T. ON THE CLYDE.

A Glasgow shipowner tells how he once refused to give Joseph Conrad a ship command. In the late nineties, Conrad, then the author of only a few books, was so discouraged by his flagging inspiration and languid acceptance by the public that he decided to return to sea. Armed with a letter of introduction from Mr. Cunningham Graham, he went to Glasgow, and for two days interviewed shipowners. They were considerably impressed by his personality and his sea record, but when they realized that he was a story-writer they politely put him off. "So far as I am concerned," says the Glasgow shipowner who gives this reminiscence, "I have never regretted turning Conrad down, for if he had taken up seamanship again he would probably have written very little, and I should not have had the chance to read his very delightful later novels."

YOUTHFUL BUSINESS QUALITIES.

There is a story of a Bishop who, travelling through Bath by train, gave a small boy sixpence, and asked him to go and buy two Bath buns. "That will be one for me," he said, "and one for you." The boy returned eating a bun and offering threepence change. "Sorry, sir," he explained, "but there was only one bun left in the shop."

Here is a companion story, vouched for by a friend. He lives in one of the suburbs of Glasgow, and one evening sent the two small sons of a neighbour to the stationer's to buy him an evening newspaper. He gave them a threepenny bit, saying, "When you've bought the paper there'll be a penny for each of you." The kiddies returned paperless, explaining that the papers were sold out—but they brought back the threepence in convenient coppers!

THE IMPERIAL WIRELESS CHAIN.

The "Imperial Wireless Chain" was inaugurated by the Postmaster-General, Mr. Kellaway, at Leamington, near Oxford. This is the first completed link. It is claimed that between it and Cairo (which is the site of the second link in the chain) there is a clear air path with no higher ground intervening. The links to follow Cairo, as recommended by the Imperial Wireless Telegraphy Committee last year, and confirmed at the recent Imperial Conference (subject to a reservation by Australia), will be E. Africa-S. Africa, Cairo-India-Singapore-Australia, with a branch from Singapore to Hongkong, and a link between England and Canada.

NOTICES TO CONSIGNEES

**VEREENIGDE NEDERLANDSCHE
Scheepvaart-Maatschappij**
(UNITED NETHERLANDS NAVIGATION CO.)
HOLLAND-OOST AZIE LIJN
(HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

From ROTTERDAM, AMSTERDAM,
HAMBURG, GENOA, PORT SAID,
and MANILA.

THE Steamship "BOEROE"
having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 5th Oct., 1921, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 4th Oct., 1921, at 10 A.M., by Messrs. Goddard & Douglas.
Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.
No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by
JAVA-CHINA-JAPAN LINES
General Agents,
Hongkong, September 29th, 1921. [15 8]

NOTICE TO CONSIGNEES.

The Steamship "KENDAL CASTLE"

From NEW YORK

CONSIGNEES of Cargo, are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded, unless notice to the contrary be given before 29th Sept.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Oct. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 15th Oct., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th Oct., at 10 A.M.
No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.
Agents,
Hongkong, September 29th, 1921. [15 9]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"ANTILIOCHUS"
are hereby notified that the Cargo will be discharged into the Godowns, where it will be at Consignees' risk and subject to terms and conditions of storage at the wharf. The Cargo will be ready for delivery from Godown on and after 1st October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 1st Oct., or they will not be recognised.
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, October 1st, 1921. [15 33]

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**BEAUTY CONTESTS IN U.S.
MILLIONAIRE'S LETTERS.**

A sensation has been created in political circles in Washington by the discovery that Mr. Manuel Herrick, a millionaire and Congressman, elected by the State of Oklahoma to the House of Representatives, has been inviting young ladies to enter into a beauty contest conducted by a local newspaper. The winner of the contest is to receive his hand, heart, and fortune. Mr. Herrick frankly admits writing the letters, but declares he did so in order to obtain evidence to support his bill now before the House of Representatives to make beauty contests in newspapers illegal. Mr. Herrick, in his letter to the beauties, recommends himself very highly as one who had led a blameless life, and who would before eight years ascend to the highest office in the land, carrying the woman of his choice with him. "Would you like to meet a gentleman caller?" he asked, and he asserts that he received only one "no" out of fifty addressed. Mr. Herrick's letter invited the girls to enter a contest for the "greatest prize on earth that a woman could ever win." He described himself as the last scion of a noble family who lost political power during the over-running of Europe by Napoleon I. Mr. Herrick claims that when the Judiciary Committee of the House of Representatives sees how eager 18-year-old girls are for romance, and how easy it is to pick up young ladies through a public contest which is like a candle which sings the wings of the moth, it will favourably recommend his bill.

**LIVERPOOL'S "DICK
WHITTINGTON."**

A ROMANTIC HISTORY.

The death, at Speke Hall, near Liverpool, recently, of Miss Adelaide Watt, at the age of 64, recalls the romantic origin of the Watt family. The original Richard Watt, uncle of the father of Miss Adelaide Watt, was described as "a provincial Dick Whittington." A Lancashire boy, of humble parentage he was employed by a cowkeeper named Dimoke to drive a one-horse chaise at a time when hackney-coaches were unknown. At Liverpool this was the only vehicle available for public accommodation, and it was used for sick or injured persons. The lad being quick and intelligent, his master placed him at an evening school. He afterwards went to sea on the usual African voyage, and remained in the West Indies.

All remembrance of him in Liverpool speedily passed away, but about forty years afterwards an eminent merchant at the head of one of the West Indian houses came to the city, where a branch of his business had long been carried on. One of the first things he did was to inquire after the family of Dimoke, who had been some time dead, and finding two maiden sisters alive he sought them out and settled on each £100 a year for life. It was the one-time driver of the one-horse chaise, Dick Watt. He was the first of the Watts of Speke Hall, Lancashire, and Bishop Burton, Yorkshire, and having no children of his own left a fortune of about half a million sterling to his nephews, of whom the father of Miss Adelaide Watt, Mr. Richard Watt, was one. He purchased Speke Hall, the residence of the Norris family in 1598, at that time surrounded by a moat.

**COLOURED BATHING
DRESS BAN.**

INDIGNATION AT WILLEDEN.

Willeden Council's ban on coloured costumes for mixed bathing has resulted in a very noticeable falling-off in the number of bathers on mixed days. Ladies who have spent quite considerable sums on dainty costumes with a tasteful arrangement of colouring refuse, at the end of the season, to purchase the "black or very dark blue" garb upon which the Council insists. Mixed bathing in the open-air bath at Kensal-rise is now a sombre scene, shorn of all bright colours, and attended by a mere handful of bathers. One interesting incident enlivened the situation, and that was when a young lady, who had exhibited a blue-black costume to the attendant at the turnstile, dived into the water a few minutes later clad in a confection of rust-red. The attendant let it pass with a caution, an eyewitness even describing him as "sympathetic."

The failure of indignant bathers to get a deputation to the Council, who went on their holidays immediately after passing the new regulation, has led to a decision to contest the question of the colour bar. The leader of the movement for bright costumes, a young man of ingenuity and resource, is to be nominated, and will fight on the straight issue, "Black or very dark blue v. Artistic taste in bathing dress." It was expected that he would have to wait until the spring, but an announcement has been made that a Councillor is resigning, owing to his removal from the district, so that an earlier opportunity may be afforded for submitting the question to the electorate.

A MALE BEAUTY SHOW.

PARIS, August 23rd.
Last year after due deliberation the most beautiful woman in France was said to have been discovered. The maidens of Paris have now in more summary fashion chosen a "king of beauty." Although the city is at its epitome, save for the swarms of tourists of all nations who permeate the boulevards, the perennial gaiety of the capital is never exhausted. The young men of France had an opportunity yesterday of spending a joyous afternoon in competing for a prize (Continued at foot of next column.)

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[16]

DAIRY FARM NEWS

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[53]

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[54]

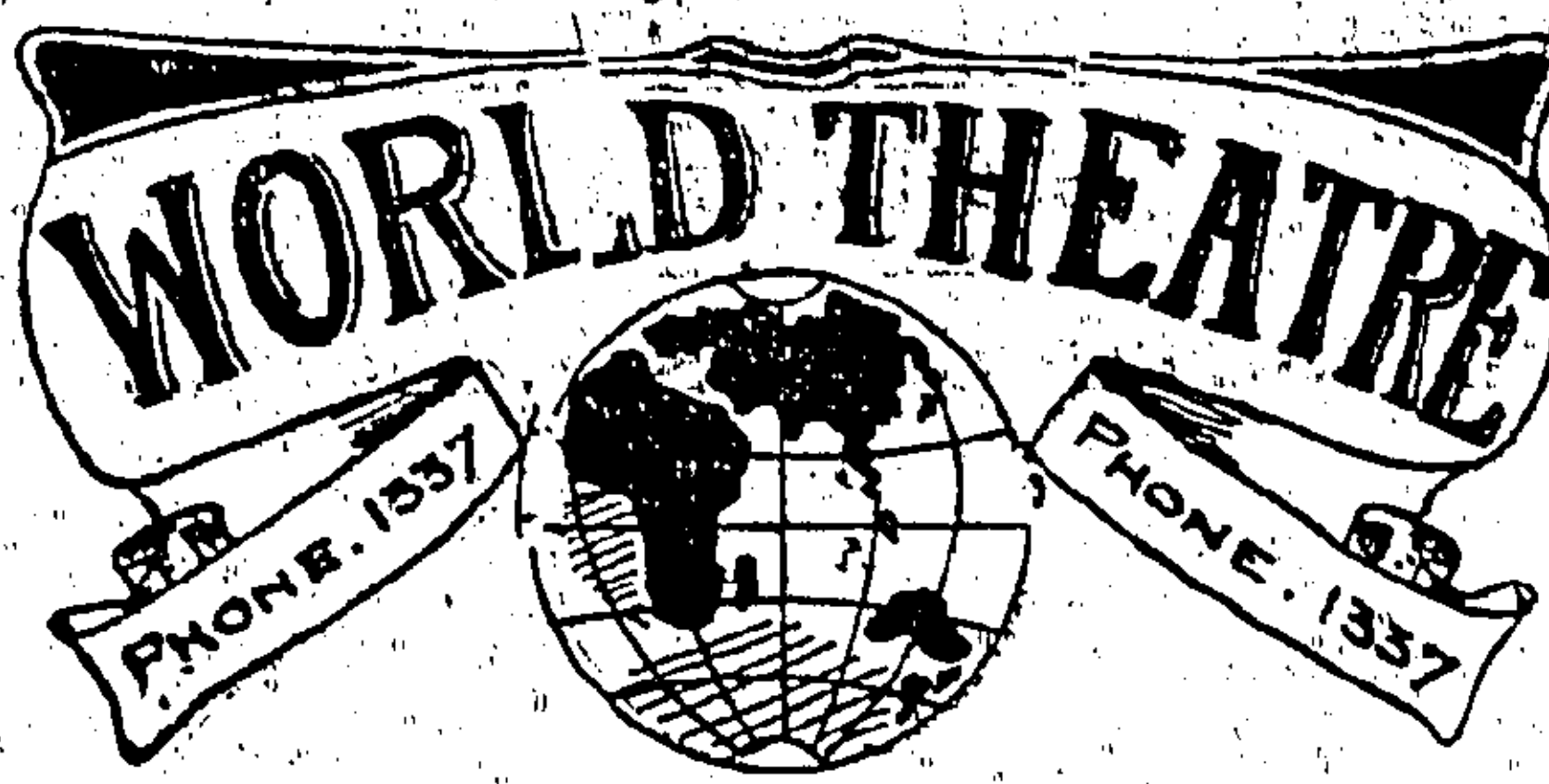
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KEATING'S

1029

in the form of a week at a seaside resort with no trouble except the display of their manly charms. Whereas there were no fewer than 1,000 entries for the beauty contest for women last year, masculine modesty was apparently responsible for the fact that only twelve men presented themselves at Chantillon-Bagnoux, a suburb of Paris, where a jury, composed of the carnival queens of the various districts of the city, awarded the apple in this new judgment of Paris. The dozen competitors were of all ages from 20 to 50 and of all types. Several youngsters were disqualified for being under the age of 18. Each man was weighed and measured, and the fair jury had great difficulty in reaching a decision. The prize was finally awarded to Eugene Hoffman, an electrician, weighing 165, who greatly amused the spectators by promptly kissing the ten pretty judges as soon as the verdict was made known.



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[1164]

DR. H. T. HODGKIN, M.B., M.A.

WILL ADDRESS MEETINGS

As Under

* Wednesday, Oct. 5th, 1921 "THE NEW WORLD", City Hall, 5.30 p.m.

Chairman.—H. E. LT. GENERAL SIR G. M. KIRKPATRICK, K.C.B., K.C.S.I.

* Friday, Oct. 7th, 1921, "THE WAY OF HOPE", City Hall, 5.30 p.m.

Chairman.—DR. CLAUDE SEYMOUR, C.M.G.

Sunday, Oct. 9th "THE SALVAGING OF CIVILIZATION", Theatre, 9.15 p.m.

Chairman.—H. E. THE GOVERNOR.

* Tuesday 11th "THE REAL WORLD", Helena May Institute, 5.30 p.m.

Chairman.—COMMODORE W. BOWDEN-SMITH, C.B.E.

* Meetings will last not more than one hour. Questions invited.

[1534]

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Japan ports

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SUWA MARU (Nagasaki direct) ... Saturday, 25th Oct., at 11 a.m.
FUSHIMI MARU (Nagasaki direct) ... Saturday, 19th Nov., at 11 a.m.
KATORI MARU (calling Manila) ... Saturday, 3rd Dec., at 11 a.m.
KASHIMA MARU ... Wednesday, 28th Dec., at 11 a.m.
MARSHALLS, LONDON & ANTWERP via Singapore, Penang
Colombo, Suez and Port Said

KA MARU ... Friday, 14th Oct., at 11 a.m.
IYO MARU ... Friday, 28th Oct., at 11 a.m.
ATSUTA MARU ... Friday, 11th Oct., at 11 p.m.
HAMBURG, via LONDON & ROTTERDAM.

MITO MARU ... Saturday, 2nd October.
MATSUYE MARU ... End of November.
LIVERPOOL & GLASGOW via MARSHALLS.
LISBON MARU ... Tuesday, 4th Oct.
KAMAKURA MARU ... Beginning of December.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 18th Oct., at 11 a.m.
AKI MARU ... Tuesday, 15th Nov., at 11 a.m.
NEW YORK, via PANAMA & CUBAN PORTS.

DURBAN MARU ... Thursday, 30th Oct.
DELAGO MARU ... Friday, 15th Nov.
NEW YORK via SUEZ.

RANGOON MARU ... End of Oct.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE.
KAWACHI MARU ... Middle of November.

BOMBAY via Singapore, Penang and Colombo.
AKITA MARU ... Monday, 17th Oct.

CALCUTTA via Singapore, Penang & Rangoon.
BENTEN MARU ... Saturday, 15th Oct.
TOTOMI MARU ... Tuesday, 25th Oct.

NAGASAKI KOBE & YOKOHAMA.
AKI MARU ... Friday, 14th Oct., at 11 a.m.
SHANGHAI KOBE & YOKOHAMA.

KAMAKURA MARU (calling Nagasaki) ... Wednesday, 13th Oct.
KIRIN MARU (calling Shanghai) ... Wednesday, 13th Oct.
SHIDZUKA MARU ... Friday, 14th Oct., at 11 a.m.
KAGA MARU ... Friday, 28th Oct., at 11 a.m.

For further information apply to:- **NIPPON YUSEN KAISHA**

Telephone Nos. 295 & 292. **K. H. KAMEI, Manager.**

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BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi.

S.S. "HOZUI MARU" ... on or about 13th Oct.

FOR KEELUNG via Swatow & Amoy.

S.S. "TAIKWA MARU" ... on or about 13th Oct.

For further particulars, please apply to:-

Branch Office,
No. 57, Bonham Street, West,
Tel. No. 1552. **M. KOBAYASHI,**
Agent,
Top Floor, King's Building,
Tel. No. 140.

ADVICE TO GOLFERS.**HUMOUR ON THE LINKS.**

[BY GEORGE W. GREENWOOD.]

One of the greatest living personalities in the world of golf is Andrew Kirkaldy, known affectionately to his wide circle of golfing friends as "Andy." His burly figure may be seen any day, except Sunday, leaning against the little wooden fence at the back of the eighteenth green at St. Andrews watching the never-ending stream of players cross the famous Swilcan Burn on their return from an adventurous journey round the historic links. His transparent honesty, his fearlessness in appraising others, and his every golfer at his true value—often in phrases which cut like a whip, but with no trace of bitterness in them—his deep knowledge of the game and its players, have given him a unique position in golf. And now he has told his life story in a volume entitled "My Fifty Years at St. Andrews." It is a book crammed with reminiscences of a golfer, who, although he never won a championship, was one of the best exponents of the game. There is much sound common sense in the chapters on the "Making of a Golfer," in which he clearly differs from most professionalists in the way in which they teach the game. Very likely they will differ from him. His long experience tells him that players anxious to improve their game often get into a muddled state of mind. They think of far too many things at once, instead of settling down to one or two simple principles. All that the golfer should trouble his head about, says Kirkaldy, are the stance, the swing, and the putting. To those of us who have listened with the deepest respect to the teachings of Vardon, Taylor, and Duncan, and have studied until far into the night their treatises on the mysteries of golf, and then sneaked off to bed to dream of the wonderful things we shall accomplish on the morrow, it will come as a shock to read what Andrew says about modern methods of instruction. He exclaims, with no little vehemence:—

"Do not—for heaven's sake do not—start by asking yourself whether the clubhead is coming back from the ball parallel with the ground, eight, nine, ten, eleven, or twelve inches; whether you are taking the club away with the left hand, so that the left wrist turns under the shaft; whether the club at the top of the swing lies somewhere in the nape of the neck parallel with the ground; while the head points downwards like a pear; whether at this point the right leg is stiff with the weight of the body thrown on it; whether the left knee is bent towards the right leg and the left heel, raised with the ball of the foot firm on the ground; whether, in the act of coming down, you bring all the speed of the club to the ball when nine or ten inches from it; whether the weight of the body is then thrown on the left foot; and whether, after the ball is hit, the club flies round over the left shoulder with the eye looking at the place which the ball left, and whether, during all these contortions, the head has remained still enough to balance a ball on the top of your cap."

"TORTURING THEORIES."

"Boah! Utter mosh!" cries Kirkaldy. He exhorts us to put aside all such miseries, and pleads earnestly with us to learn to swing without jerking, without stiffness, and "most of all, without doubt. And ask no more questions until your handicap is down to single figures. All the great men were single once. They played naturally, with no never a thought of ball-hitting. Their brains were not confused and crippled with the idea that a golf ball can only be hit properly if nine or ten things are borne in mind in the act of hitting it. Kirkaldy tells of a certain colonel who has informed him fifty times at least that golf has been a mental agony to him ever since he read books about how to play it. He was a good golfer before that accident befell him. He is now doing his utmost to forget all he ever read in the hope of recovering his lost form. If a book on the rudiments of golf were put in front of him the colonel would shiver at the sight of it. Blow all these torturing theories away, says Kirkaldy, and

Go up to the ball like a man who means to play the game for the game's sake. Don't place yourself in the pitiable condition of looking round after a shot to ask a grinning little caddy, "How the devil did I do that? What did I do wrong?"

Kirkaldy concludes his prayerful messages to golfers, new and old, by suggesting the strict observance of a new commandment—"Keep your mind's eye on the ball!" Andrew has played many a game with Prime Ministers, bishops, statesmen, and Army chiefs, and his experience with these "celebrities" makes amusing reading. An ecclesiastic, very anxious to beat Andrew, offered his caddy, by name Willie Brown, an extra half-crown if he won the match. Playing the fourteenth, the minister hit his ball into "Hell" bunker, and the caddy, seeing it tucked up against the face, muttered, "That's a hell of a lie, sir."

Ye'll never get it out unless ye ask a spade. "Willie Brown" answered the parson severely, "I don't you every; read your Bible! Don't you know that sinners go to hell, where there is a lake of fire and brimstone?" Willie's naive reply was: "Hold yer tongue, minister. We're both in 'Hell' now, an' it's no such a bad place after all; more sand than brimstone, anyway. There is another story about the famous banker, which concerns the Bishop of London. He got into 'Hell,' and he said to the devil, 'You've got me here, but I'm not getting the ball out.' To his astonishment, however, he recovered miraculously, and, clambering out of the depths, exclaimed delightedly, 'That was a good shot, Andrew!'"

"Yes," remarked Kirkaldy, "you got out of 'Hell' very well. When ye die, mind and take yer niblick with ye." Andrew often had a round with Mr. Balfour, whose manner had a very sobering effect on the often outspoken professional. Whenever Mr. Balfour made a bad shot he would permit himself to utter anything stronger than the word "Botheration!" There is a caddy at North Berwick who claims close acquaintance with many famous men, one of whom is Mr. Balfour. When asked what he meant by "close acquaintance," the caddy replied: "Just this," pointing to his legs, "I'm wearing a pair of Mr. Balfour's

trousers." Then there was the caddy who, returning from a round with Mr. Balfour, exclaimed enthusiastically, "If I had his height, and he had my brains, we'd make a grand couple in a four-some."

STORY OF MRS. ASQUITH.

Kirkaldy once had a misunderstanding with Mr. Asquith which for a time seriously affected their relationship. Playing in different matches, their shots were trapped in the same bunker. Mr. Asquith was positive that Andrew played the wrong ball, while Kirkaldy was equally certain that he had not. For months there was an estrangement, and then one day Mr. Asquith asked Kirkaldy to play a round with him. Kirkaldy declares that in the meantime something must have happened to satisfy Mr. Asquith that Andrew was in the right. Kirkaldy has played many a round with Mrs. Asquith, who he says, "was always very free, jolly, and friendly." He recalls seeing Mrs. Asquith standing on the back of one of the hobby-horses at the fair at St. Andrews. One foot was planted on the horse's saddle, and the other on its neck. Mrs. Asquith called out, "Andrew, what do you think of me now? Don't you think I look well?" Andrew agreed, but advised her that the stance was a bad one. One of Kirkaldy's greatest joys is a match with Earl Haig, who "plays the game for the love of it and for the good he gets out of it." Quite recently, when playing the first hole, Kirkaldy put his second shot into the bunker, and the Field-Marshal, without waiting for the caddy, lay flat on the turf and, leaning over the bank of the burn, fished out the ball.

There are two charming and characteristic stories in these memoirs of Ben Sayers, Kirkaldy's life-long friend. One concerns a party of five Americans who came to North Berwick. Four of them bought clubs and balls, while the fifth stood aloof and sneered, somewhat contemptuously, at the game. Feeling lonely, he strolled into Sayers's shop and said he thought he had better buy some clubs too. "Do you know the game?" asked Sayers. "Thoroughly," replied the American. Feeling sure that he was bluffing, Sayers sold him a mixed set of right and left-handed clubs. This strange bag of implements created great merriment among the caddies. Suspecting a practical joke, the American went back to Sayers, and in angry tones shouted, "Who the devil are you making a fool of?" "Nobody," said the unabashed Sayers. "You take the right-handed clubs for the first nine holes, and change over to the left-handed ones when you come to come back home." Ben and Andrew have played much together, and were seldom beaten in a foursome. On one occasion Sayers was out of sight in a deep bunker, whereupon somebody remarked, "What is Sayers doing?" Andrew replied, "You may be sure he's not wasting his time." One of the most foolish things that Kirkaldy ever did was to play the better ball of Mr. Tolley and Mr. Wethered. It was a suggestion of Braid's—a wicked fellow, to be sure. He wrote to Andrew telling him that the two Oxford golfers were coming to St. Andrews, and that he might play them both. "I tried it," says Kirkaldy, "and that's all I am going to say about it." Kirkaldy regards Vardon as one of the two greatest golfers that ever lived, the other being young Tom Morris. "Vardon's concentration," says Andrew, "always struck me as wonderful. He seems to sink into the game. I believe a gunshot ten feet away would not put him off." His fifty years of golf include a victory over Vardon, though Kirkaldy has beaten Braid, Taylor, and Herd more than once.—Daily Telegraph.

AIRSHIP DEVELOPMENTS.**ANOTHER "SUPER-GIANT."****LIKE "A SPEEDY SEA VESSEL."**

The Daily Mail says the super-giant aeroplane building for the Government at Bristol heralds a fresh era in design. So large is the body that it conveys the impression of a speedy sea-vessel. The vast interior of the hull contains a spacious saloon, a shiplike engine-room with a battery of engines with gleaming cylinders. The new system of transmission of power from the engines to the propellers affixed in tiers to the wings will enable the machine to fly day and night. The peril of a forced landing is practically eliminated, engine-room mechanics repairing the trouble while the acceleration of power of the other units maintains altitude and speed.

The appearance of this tremendous craft takes away one's breath. It really needs a new name. It does not resemble anything on land or sea. Builders describe her as an aerial transport, and say she might be used to carry troops or act as tender to a squadron of aeroplanes.

THE "HELICOPTER."

Described as a man with magic hands, Frank Courtney, the winner of the Air Derby of 1920, has been chosen as pilot during his trials with the secret Helicopter which has been produced at Aldershot. The choice is generally approved, no other airman having faced greater adventures. For some time he has been engaged in the trial flights of big air-express machines.

He has wonderfully sensitive hands comparable only with Hawker's, while he all possesses skill, experience and daring, all of which are necessary. The Helicopter, says a London message to Indian papers, is a closed book and an utter mystery. It is impossible to tell how it will behave when the direction of flight is changed. If Courtney is successful it will inaugurate a completely fresh phase in the development of flight and will be an achievement comparable with the Wright Brothers' first flight or Pegoud's first loop.

THE LOSS OF H38.

An extraordinary incident in connection with the airship disaster is the preliminary feeling experienced by the American Ambassador, Colonel Harvey, in London. Just before the crash he abandoned a game of croquet and entered the house with the determination to cable to Washington urging the authorities to reconsider the undertaking of trans-Atlantic flights with airships.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**SAILINGS, SUBJECT TO ALTERATION**

SHANGHAI & THINGTAU via SWATOW "WAISHING" ... Wed., 5th Oct., Noon.
SANDAKAN "HINSANG" ... Fri., 7th Oct., Noon.
SHANGHAI via SWATOW "HANGSANG" ... Fri., 7th Oct., Noon.
MANILA "YUENSANG" ... Fri., 7th Oct., 3 p.m.
BANGKOK "LEESANG" ... Sat., 8th Oct., 3 p.m.
STRAITS & CALCUTTA "LAISANG" ... Sat., 8th Oct., 3 p.m.
HAIPHONG via HOIHOW "TAKSANG" ... Tues., 11th Oct., 8 a.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Pegang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when convenient.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers S.S. "HINSANG" and S.S. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

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S.S. "LAISANG" will be despatched on or about
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OUTWARDS.

Vessel ... Due Hongkong
S.S. "FEMSBROOKSHIRE" ... 20th Oct.
S.S. "GLENLEPP" ... 22nd Oct.
M.V. "GLENLYLE" ... 10th Nov.
M.V. "GLENOGLE" ... 20th Nov.

HOMEWARDS.

Vessel ... Leaves Hongkong ... Discharges
M.V. "GLENAPP" ... 19th Oct. ... GENOA, LONDON, ROTTERDAM & HAMBURG.
S.S. "CARVARYNSHIRE" ... 3rd Nov. ... LONDON, ROTTERDAM & HAMBURG.
S.S. "GLENLEPP" ... 23rd Nov. ... GENOA, LONDON, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

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SHIPPING NEWS

ARRIVALS

October 3rd.
John Sanderson, British str., 2,080 tons, Capt. T. Pridmore, from Sourabaya, with sugar.—Nemaze.

October 3rd.

Chongang, British str., 1,237 tons, Capt. H. G. N. Walker, from Canton, with a general cargo.—J.M. & Co.
Honey, French str., 720 tons, Capt. F. Morvan, from Haiphong and Port Bayard, with a general cargo.—Lapicque.

Kohgo Maru, Japanese str., 1,820 tons, Capt. T. Eguchi, from Canton.—M.B.K.

Nile, British str., 3,585 tons, Capt. John T. Kinley, from San Francisco, Cal., U.S.A., with a general cargo.—China Mail S.S. Co., Ltd.

Szechuan, British str., 1,504 tons, Capt. C. S. Isbister, from Canton, with a general cargo.—B. & S.

Taiwan, Chinese str., 402 tons, Capt. Leong Kit Sang, from K. C. Wan and Macao, with a general cargo.—Yan Fat S.S. Co.

Taming, British str., 1,356 tons, Capt. H. A. Gauld, from Manila, with a general cargo.—B. & S.

Waikiki, British str., 1,187 tons, Capt. J. W. Peatrigue, from Shanghai, with a general cargo.—M. & Co.

West Linn, American str., 3,517 tons, Capt. F. Mills, from Shanghai, with a general cargo.—Struthers and Dixon.

Yusung, British str., 1,125 tons, Capt. J. McAulish, from Manila, with a general cargo.—B. & S.

CLEARANCES

October 3rd.
Chongang, for Foochow.
China, for Tarakan.
Chongang, for Haiphong.
Honey, for Haiphong.
Honey, for Chefoo.
Hydrangea, for Swatow.
Kohgo Maru, for Foochow.
Kwangshai, for Shanghai.
Lakefield, for Hongkong.
Lakeside, for Hongkong.
Mogami Maru, for Canton.
Pader, for K. C. Wan.
Szechuan, for Canton.
Szechuan, for Shanghai.
Taiwan, for K. C. Wan.
Taka, for Singapore.
Tatsuno Maru, for Singapore.
Theresa, for Manila.
Waikiki, for Canton.

PASSENGERS

ARRIVALS

Per s.s. Nile, on October 3rd, for Hongkong:—Mr. Geo. M. Bardivil, Mr. W. E. Bowerman, Mr. A. Carson, Mrs. E. Carson, Mr. J. M. Craig, Mrs. G. Choisy, Mr. and Mrs. F. H. de Carvalho, Mr. F. W. Clifton, Mr. T. C. Davies, Mr. R. Julian, Dr. and Mrs. E. W. Kirk, Mr. W. J. Leverette, Dr. and Mrs. J. Y. Lee, Mr. and Mrs. T. Mangan, Mr. and Mrs. C. O. Mann, Miss M. Mann, Mr. F. D. Murray, Mr. K. Menzies, Mr. P. Munchev, Mr. and Mrs. F. Seidie, Mr. T. B. de Seanna, Sir Eric and Lady Stuart Taylor, Dr. G. H. Thomas, Miss C. S. Viebahn, Mr. H. A. Wilbur, Mr. and Mrs. R. C. Crane, Miss A. Freymann, Mr. H. E. Lange, Mr. and Mrs. E. Lee, Mr. P. Levy, Miss A. Schlag, Mr. J. C. H. L. Smith, Mr. and Mrs. N. Yest. Number of Chinese passengers for Hongkong, Singapore and Netherlands India, 282.

DEPARTED

Per s.s. Shingo Maru, on October 1st:—Miss E. Best, Mr. and Mrs. J. N. Cairns, Mr. and Mrs. A. D. Demee, Mr. and Mrs. C. Donche, Mr. W. J. Grennan, Capt. H. Holland, Mr. B. Loggery, Mr. and Mrs. R. E. McCordale, Mr. F. Murray, Mr. and Mrs. B. W. Marsh, Mr. W. B. Parrott, Mr. and Mrs. Sutton, A. L. Sutton, Mr. G. Satterthwaite, Miss L. G. Sharp, Mr. E. Thorp, Mr. B. de Vries, Mrs. M. A. Vethuizen, Mrs. C. Hutchison, Mr. O. Praisens, Mr. J. Dollton.

SHIPPING MOVEMENTS

The s.s. Bensen Maru (N.Y.K. (Calcutta line)) left Kobe for this port via Osaka and Moji on October 2nd, and is expected here on October 10th.

The s.s. Bensen Maru (Blue Funnel line) left Suva on September 29th for Hongkong, and is due here on October 23rd.

The B.M.S. Empress of Russia, arrived at Shanghai on September 20th, left there on October 1st, at 8.15 p.m., and is due at Manila to-day, at 2 p.m.

The E. & A. s.s. St. Albans left Sydney on October 1st, and is expected to arrive at Hongkong about October 24th.

The P. & O. s.s. Somali left London on September 29th, and is expected to arrive at Hongkong about November 8th.

The Admiral Line s.s. Silver State arrived at Yokohama on September 29th and at Kobe on October 1st. She is due at Hongkong on October 9th and sails for Manila on October 11th.

The T.K.K. s.s. Korea Maru arrived at Yokohama on September 29th and sailed on October 1st, in accordance with schedule, for Honolulu and San Francisco.

VESSELS EXPECTED

Ali Maru (N.Y.K.), due October 13th.
Bouca Castle (Dodwell-Castle line), due and expected November 1st.

Dunro (P. & O.), due about October 5th.
Empress of Russia, due about October 8th.

Eags Maru (N.Y.K.), due October 27th.
Karnala (P. & O.), due October 10th.

Kirin Maru (N.Y.K.), due October 11th.
Monteagle (C.P.), due October 20th.

Nyanta (P. & O.), due October 21st.
Pavia Maru (T.K.K.), due October 9th.
Shiduka Maru (N.Y.K.), due October 13th.

Torita (B.L.), due October 28th.
Wray Castle (Dodwell-Castle line) due second half of October.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver
Empress of Russia	Oct. 13	Oct. 31
Monteagle	Oct. 26	Nov. 19
Empress of Asia	Nov. 10	Nov. 28
Empress of Japan	Nov. 23	Dec. 14
Empress of Russia	Dec. 8	Dec. 26
Monteagle	Dec. 31	Jan. 25

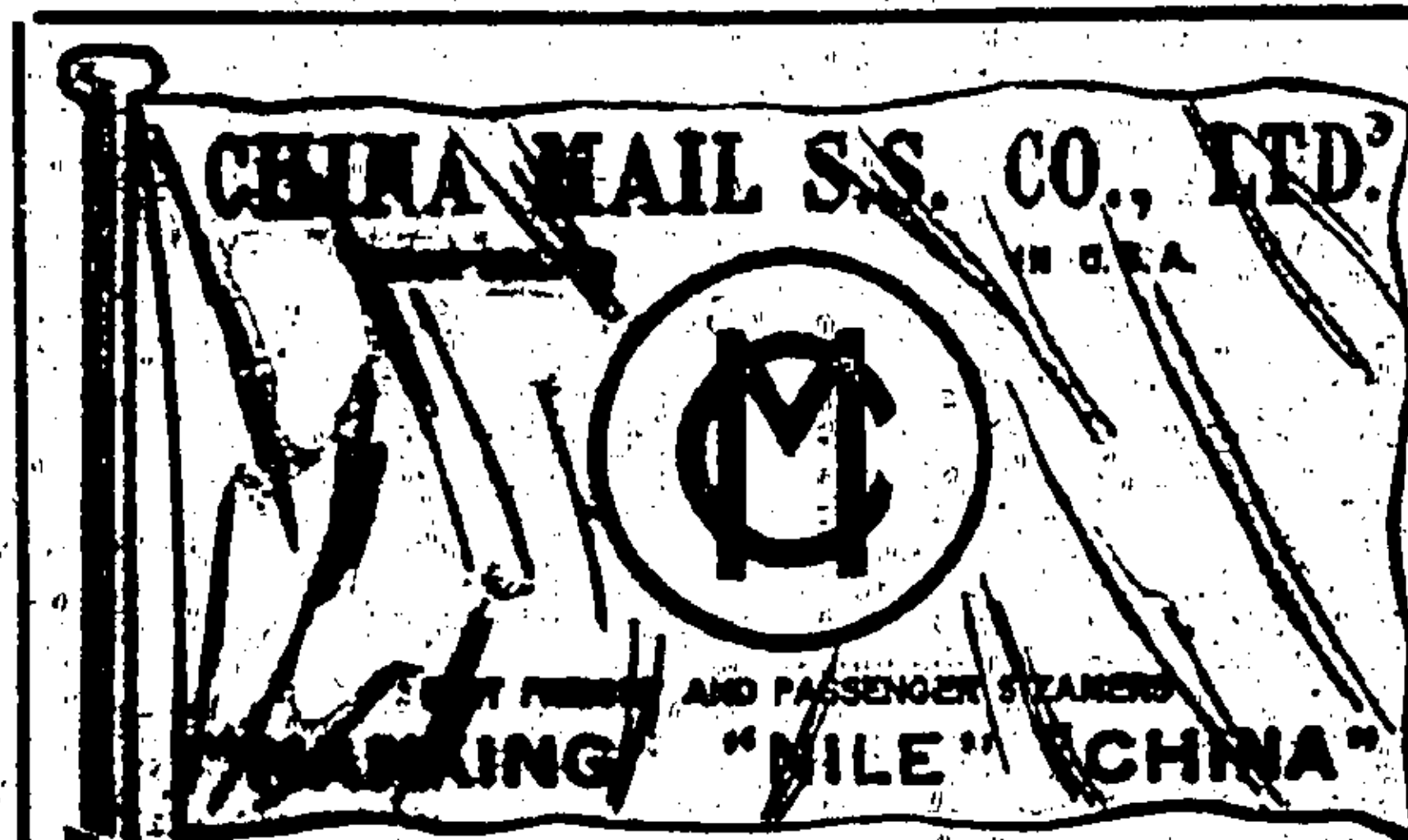
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Nov. 3rd Dec. 12th

HONGKONG to SINGAPORE

s.s. "NANKING" s.s. "CHINA"

Nov. 23rd Oct. 15th

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For MOJI, KOBE, OSAKA and YOKOHAMA.

s.s. "SAMARANG MARU" sailing on or about 6th Oct.

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K. SUZUKI, Manager.

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PERIA MARU ... 22,000 ... Oct. 15th, at 10.30 a.m.

TAIYO MARU ... 22,000 ... Oct. 29th

SIBERIA MARU ... 22,000 ... Nov. 12th

TENYO MARU ... 22,000 ... Nov. 27th

SHINYO MARU ... 22,000 ... Dec. 10th

Calling at Dairen and omitting call at Keelung and Shanghai.

Calling at Dairen and omitting call at Keelung.

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THROUGH BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

STRAIGHTS

SETYO MARU ... 22,000 ... Nov. 9th

RAKUYO MARU ... 22,000 ... Dec. 13th

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Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

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Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To MANILA

"West Canon" ... 3rd Oct.

To LOS ANGELES & SAN FRANCISCO

"West Henshaw" ... 4th Oct.

To SEATTLE & VANCOUVER

"West Iris" ... 20th Oct.

Also cargo accepted for Transshipment at San Francisco and/or Seattle for weekly sailings to

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.

HONGKONG OFFICE—1st floor, Powell's Building, 13, Des Voeux Road, Tel. 2008.

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WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and China, Japan and Philippine Island Ports,

"WEST JESSUP" ... sailing about 14th Oct.

"WEST JAPA" ... sailing about 15th Nov.

"DELIGHT" ... sailing about 2nd Dec.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to—

FRANK WATERHOUSE & COMPANY,

4th Floor, Prince's Buildings Telephone 1062.

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PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS and HONOLULU

AMERICAN STEAMERS

Leave Hongkong Arrive San Francisco

s.s. "GOLDEN STATE" ... Oct. 5th Oct. 27th

s.s. "HOOSIER STATE" ... Nov. 18th, Noon Dec. 11th

SHANGHAI-CALCUTTA SERVICE

Freight Only

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, thence to Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 161. Cable Address "SOLANO." Hotel Massimo, Hongkong.

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THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S. "MALAYA"

will be loading for ROTTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS.

About 31st October.

Further sailings:—

S/S "Rhodesia" ... End of November.

M/S "Java" ... First half of December.

M/S "Annam" ... End of December.

For further particulars please apply to—

MANNERS & BACKHOUSE, LTD.

Hongkong, September 2nd, 1921.

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WEATHER REPORT.

October 3rd at 11.15.—Warning to Hongkong: Coast Force, 8.5.—A typhoon or depression of unknown intensity within 60 miles of Lat. 11 deg. N. and Long. 143 deg. E., moving W.N.W.

October 3rd, at 11.15.—Pressure has decreased slightly at Weihaiwei and from the Vinasay to Guam.

A typhoon which formed to the S. of Guam yesterday is moving W.N.W. At 8 a.m. this morning it was in about latitude 11 deg. N. and longitude 143 deg. E.

The anticyclone over S.E. Mongolia has broken up. Pressure is now highest over the lower Yangtze Valley.

Fresh monsoon may be expected along the S.E. Coast of China, and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 98.53 inches, against an average of 76.46 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Direction Forecast.

Hongkong to Gap Rock (N.E. winds, fresh) fair.

Formosa Channel (N.E. winds, strong).

South coast of China between (The same as Hongkong and Lamook) (No. 1).

South coast of China between (The same as Hongkong and Hainan) (No. 1).

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CHINA COAST METEOROLOGICAL REGISTER.

OCTOBER 3RD, 1921.

Station Hour Barometer at Sea Level Temperature Humidity Wind Direction Force Weather

Vladivostok 8 a.m. 30.15 54 ...

Nemuro 8 a.m. 30.15 54 ...

Yokohama 8 a.m. 30.15 54 ...

Kobe 8 a.m. 30.15 54 ...

Nagasaki 8 a.m. 30.15 54 ...

Kagoshima 8 a.m. 30.15 54 ...

Oshima 8 a.m. 30.15 54 ...

Naha 8 a.m. 30.15 54 ...

Ishigakijima 8 a.m. 30.15 54 ...

Bonin Island 8 a.m. 30.15 54 ...

Weihaiwei 8 a.m. 30.13 65 78 S 2 bf

Ichang 8 a.m. 30.13 65 78 S 2 bf

Kinkiang 8 a.m. 30.13 65 78 S 2 bf

Shanghai 8 a.m. 30.13 65 78 S 2 bf

Shanghai 8 a.m. 30.13 65 78 S 2 bf

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Shanghai 8 a.m. 30.13 65 78 S 2 bf

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.Cargo carried on through Bills of Lading from HONGKONG to BEIRA
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH
& JOHANNESBURG direct or with transshipment at CAIRO, SUEZ and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO. LTD.
JAPAN, CHINA & STRAITS

UNITED KINGDOM & CONTINENT.

LONDON ROTTERDAM, HAMBURG & GLASGOW

as "KENTUCKY" ... 5th Oct.

GENOA, LONDON & ROTTERDAM

as "CITY OF PEKIN" ... 29th Oct.

LONDON, ROTTERDAM & HAMBURG

as "CITY OF DELHI" ... 15th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply
to the undersigned.

THE BANK LINE, LTD.

or to RINE & CO. CANTON

General Agents

NEW YORK DIRECT

Joint Service of the

"BLUE BUNNEL" LINE

OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE
ELLERMAN & BUCKNALL S.S. CO. LTD.

Sailings from Hongkong.

"EURYMACHUS"	via Suez Canal	15th Oct.
"CITY OF ADELAIDE"	via Suez Canal	1st Nov.
"TYDEUS"	via Suez Canal	15th Nov.
"KANSAS"	via Suez Canal	17th Nov.

* Call at Boston if sufficient inducement offers.

Shippers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG,
HONGKONG AND CANTON, REISS & CO. CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
HANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" 23,000 ...	On or about 7th Oct.
MARSEILLES via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DIBOUTI, SUEZ & PORT SAID	"ARMAND BEHIO" 11,000 ...	On or about 22nd Oct.
	"CORDILLERE" 22,000 ...	On or about 1st Nov.
	"ANDRE LEBON" 23,000 ...	During 1st part of Nov.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

Telephone 740

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First-Class Passengers, Electric Light and Fans in staterooms
and Saloon, and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occurring 9 to 10 Days).

"HAICHING"	Oct. 4th, at 3 P.M.
"HAILONG"	Oct. 7th, at 3 P.M.
"HAILONG"	Oct. 11th, at 3 P.M.

* Calling at Amoy for Passengers Only

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Ton.	From Hongkong (about)	Destination
"KRIVA"	9,200	15th Oct.	Marseilles, London & Antwerp
"DEWERA"	8,400	18th Oct.	Singapore, Colombo & Bombay
"SABUNIA"	8,200	28th Oct.	Marseilles, London & Antwerp
"KARMALA"	9,000	11th Nov.	Marseilles, London & Antwerp
"NYANZA"	7,000	25th Nov.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" | 7,000 | 4th Oct. 1 p.m. | Calcutta via S'pore, F'g & B'goot

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Ton.	From Hongkong	Destination
"ARAFURA"	6,000	17th Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	14th Nov.	

SAILINGS TO SHANGHAI & JAPAN

S.S.	Ton.	From Hongkong	Destination
"DUNERA"	5,400	5th Oct.	Shanghai only.
"KARMALA"	9,000	10th Oct.	Shanghai and Japan.
"TORILLA"	5,300	10th Oct.	Shanghai and Japan.

SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the
14th January, 1932, taking passengers and cargo for MARSEILLES and LONDON
calling at Bombay.

All data are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore
and Calcutta, or Singapore and Madras in lieu of the section of their P. & O. Ticket
Singapore to Calcutta.All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's
Office up to Noon on the day previous to sailing.
For Further Information, Passage Fare, Freight, Handbooks, etc., apply to—MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct
service via Singapore and Pen. Said.BUENOS AIRES-RIO DE JANEIRO, SANTOS, DURBAN &
CAPE TOWN via SINGAPORE. PASSENGER SERVICE.
"SEATTLE MARU" ... Saturday, 8th Oct.BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"KASADO MARU" (Passenger Service) ... Sunday, 9th Oct.DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly
PASSENGER SERVICE.SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and
Pacific Islands.VICTORIA, VANCOUVER, SEATTLE & TACOMA—
Via Shanghai and Dairen—Regular fortnightly PASSENGER service touching at
intermediate ports in Japan and taking cargo. V. HALLAND POINTS L. & A. in
connection with Chicago Milwaukee and St. Paul Railway.

"ARIZONA MARU" ... Thursday, 20th Oct.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco,
Panama and Colon Ports.

"HONOLULU MARU" ... Friday, 14th Oct.

NEW ORLEANS via SUEZ. "BOLENE MARU" ... Friday, 21st Oct.

JAPAN PORTS—Kobe & Yokohama via Shanghai. "ATLAS MARU" ... Saturday, 15th Oct.

KEELUNG via SWATOW & AMOY—These steamers have three light accommoda-
tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.
Wharf near the Harbour Office.

"KAJO MARU" ... Sunday, 9th Oct.

TAKAO via SWATOW & AMOY. "ROSHU MARU" ... Sunday, 16th Oct.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager,
No. 1 Queen's Building.

Tel Nos. 144 & 745

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply
of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light,
throughout and Electric Fans in the State-Rooms. A daily mail is carried, and
Reduced Fare. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
For freight and passage, apply to— BUTTERFIELD & SWIRE Agents.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

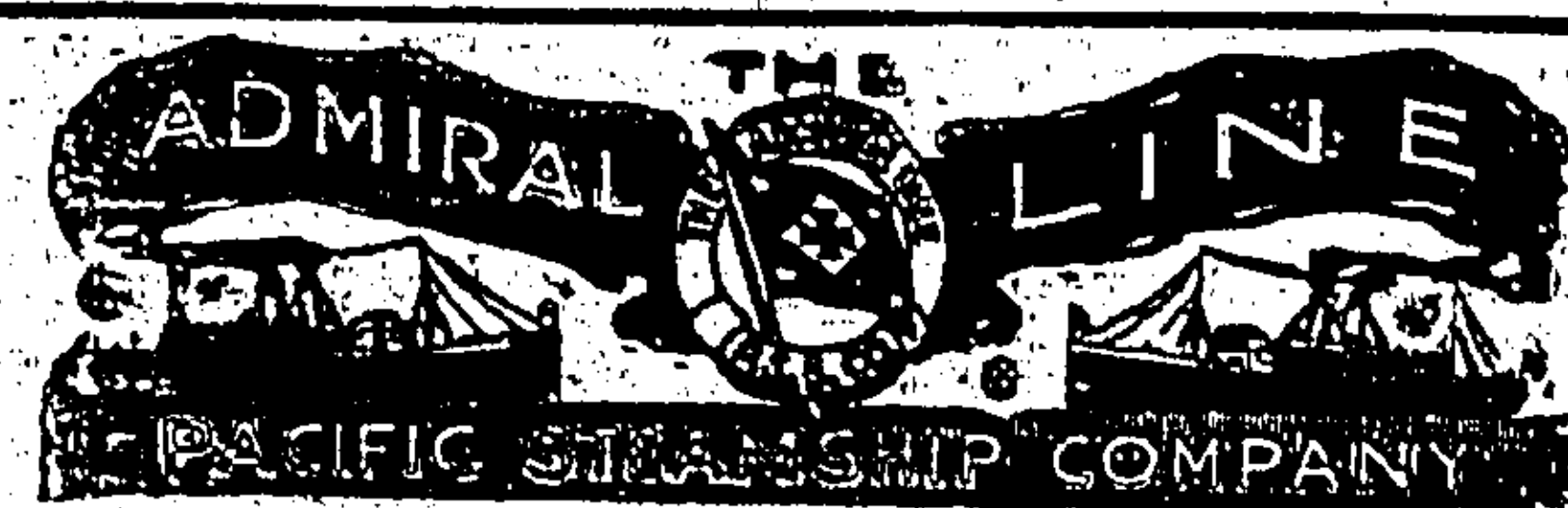
For	Steamer	To	Sail
SWATOW & BANGKOK	"KWANGCHOW"	On 4th Oct.	10 A.M.
SWATOW & SHANGHAI	"SUNNING"	On 4th Oct.	Noon
AMOI & SHANGHAI	"SUNNING"	On 5th Oct.	Noon
As or Manila, Cebu & Iloilo	"SUNNING"	On 5th Oct.	4 P.M.
SHANGHAI & TSINGTAO	"SUNNING"	On 5th Oct.	4 P.M.
SWATOW & SINGAPORE	"KWEEYANG"	On 8th Oct.	10 A.M.
SWATOW & SINGAPORE	"CHINKIANG"	On 9th Oct.	4 P.M.
SWATOW & SHANGHAI	"SINKIANG"	On 11th Oct.	Noon
SHANGHAI	"SOOCHOW"	On 12th Oct.	Noon
SHANGHAI	"KAIKONG"	On 13th Oct.	10 A.M.
SHANGHAI & TSINGTAO	"CHENAN"	On 15th Oct.	4 P.M.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Ample Electric Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai thrice
weekly, and Tsingtao (weekly), taking Cargo on through Bills of Lading to all
Kangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding
the inconvenience of transshipment at Woosung.BANGKOK LINE—Weekly service to and from Bangkok via
Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

Telephone 36.



Operating, this day, the "Admiral" Steamers

PASSENGER AND FREIGHT SERVICE

FOR VICTORIA, VANCOUVER, SEATTLE

S.S. "SILVER STATE" ... (for Manila only) ... Oct. 11th

(Calling Shanghai & Japan Ports). From Hongkong. Active Seattle.

S.S. "SILVER STATE" ... Oct. 22nd ... Nov. 11th

FOR HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE" ... Oct. 1st 10 A.M. ... Oct. 2nd Arrive San Francisco

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama)

S.S. "COAST" ... Oct. 15th

S.S. "MONTAGUE" ... Nov. 11th

S.S. "ABERDEEN" ... Dec. 7th

Through Bills of Lading issued to Overseas (Common points).
Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 8th Floor, Hotel Mandana. [71]

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "CADARETTA" ... Sailing Sept. 29th.

S.S. "LAKE ONAWA" ... Sailing Oct. 15th

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES—

5th Floor, HOTEL MANDANA, Telephone 2477 & 2478. PASSENGER OFFICE: QUEEN'S BUILDING, 2, ICE HOUSE ST.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama,

S.S. "SCHODACK" ... 19th Sept.

S.S. "JADDEN" ... 15th Oct.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC.

THE ADMIRAL LINE,

TELEPHONE 2477 & 2478. AGENTS. 5th Floor, HOTEL MANDANA.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast
freight steamers.

For BOSTON

and/or

NEW YORK

S.S. "GAELIC PRINCE" ... (via Suez) Nov. 1st

For Freight and particulars apply to—

FURNESSE (FAR EAST) LIMITED

(Incorporated in Great Britain).
St. George's BuildingTelephone 2165.
Telegrams "Furness"

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